CA3ONHWA05-
PRMS2
V II
Hamilton -
W Shelve with CA3ONHWA05
on FOLIO SHELF
FOLIO

Mountain East - West and North - South Transportation Corridor

Volume II - Exhibits

ENVIRONMENTAL ASSESSMENT SUBMISSION

December, 1982

The Regional Municipality of Hamilton - Wentworth

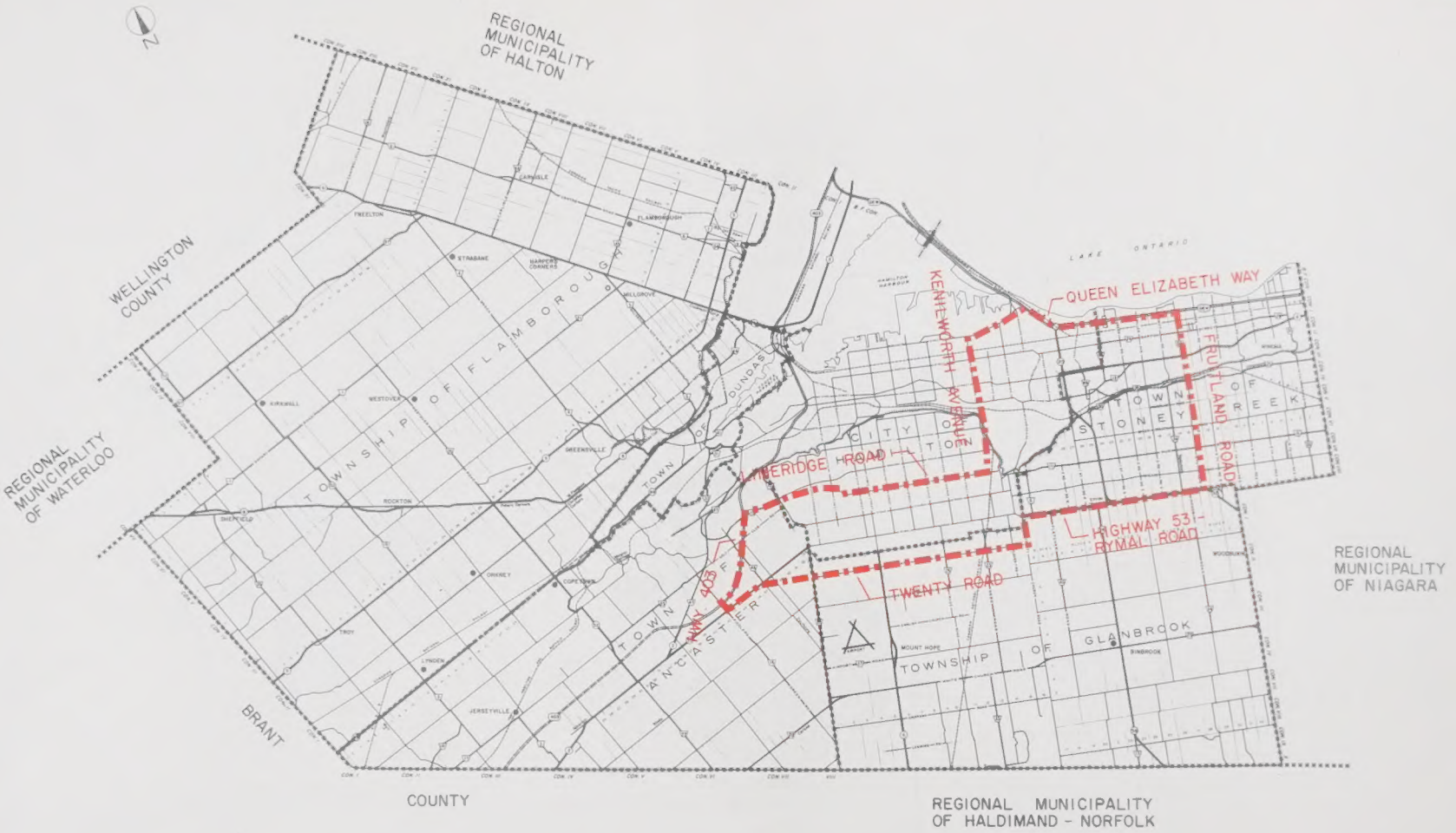
Mountain East - West and North - South Transportation Corridor

Volume II - Exhibits

ENVIRONMENTAL ASSESSMENT SUBMISSION

December, 1982

Figure 1



LEGEND

BOUNDARY OF STUDY AREA

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

LIMITS OF STUDY AREA

DeLCan DE LEUW CATHER CANADA LTD.
CONSULTING ENGINEERS AND PLANNERS

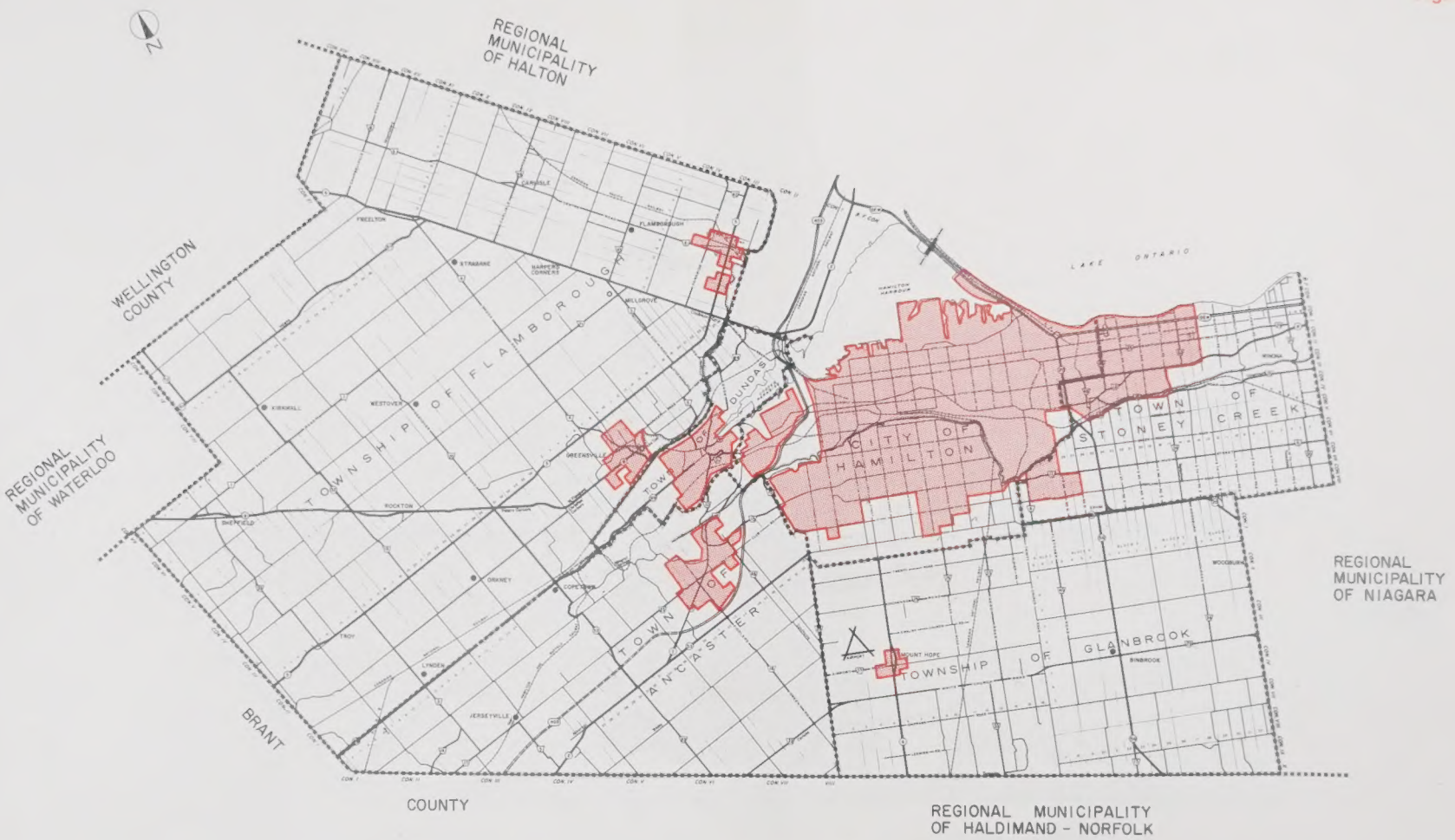
Figure 2

MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

LOCATION OF THE UNDERTAKING

DeLCan DE LEUW CATHER CANADA LTD.
CONSULTING ENGINEERS AND PLANNERS

Figure 3

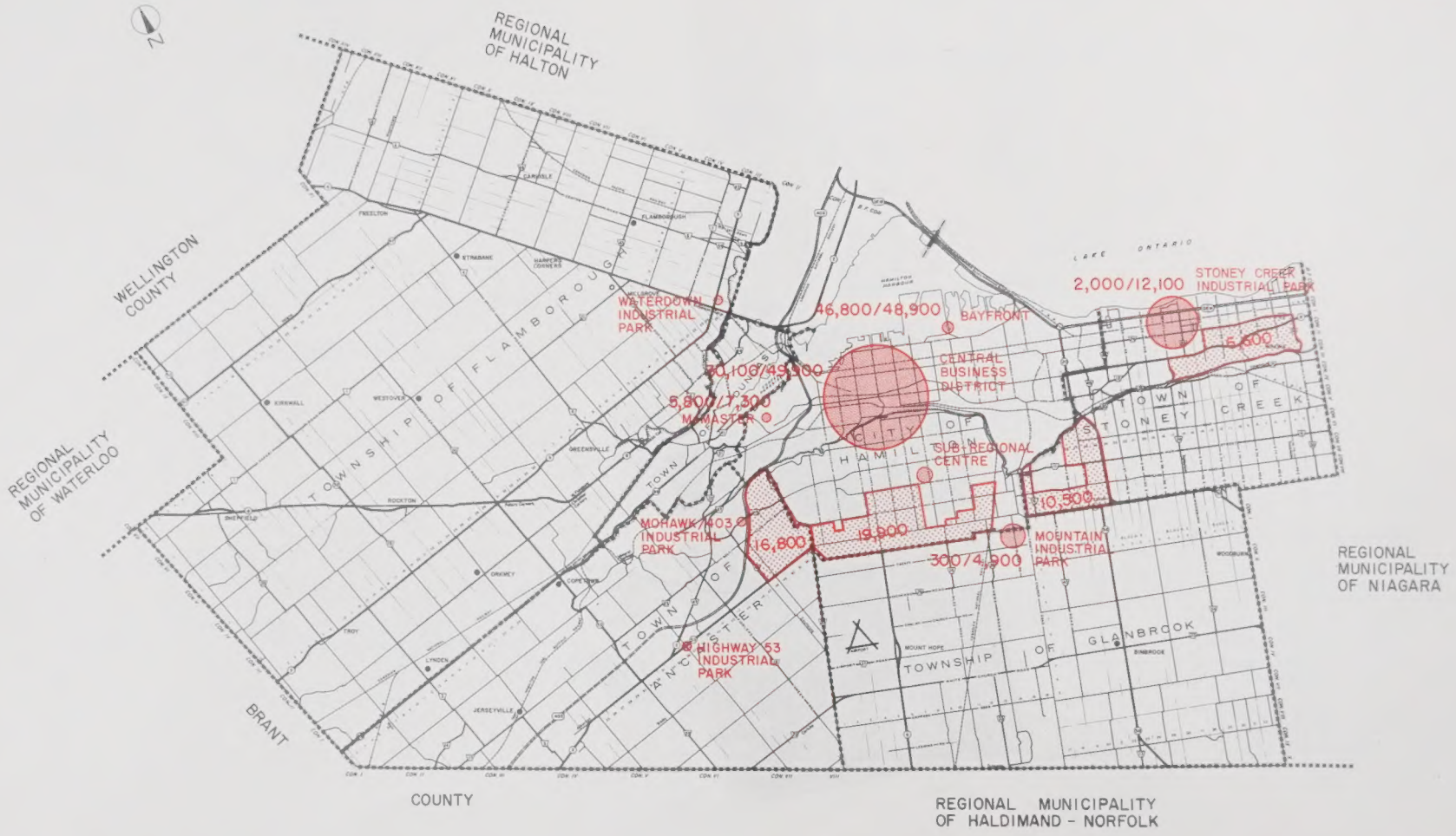


REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

LIMITS OF PRESENT URBANIZED AREAS

DeLCan DE LEUW CATHER CANADA LTD.
CONSULTING ENGINEERS AND PLANNERS

Figure 4



Legend

R = 1 cm - GROWTH OF 15,000 EMPLOYMENT

46,800 / 48,900 — CURRENT EMPLOYMENT / PROJECTED 2001 EMPLOYMENT

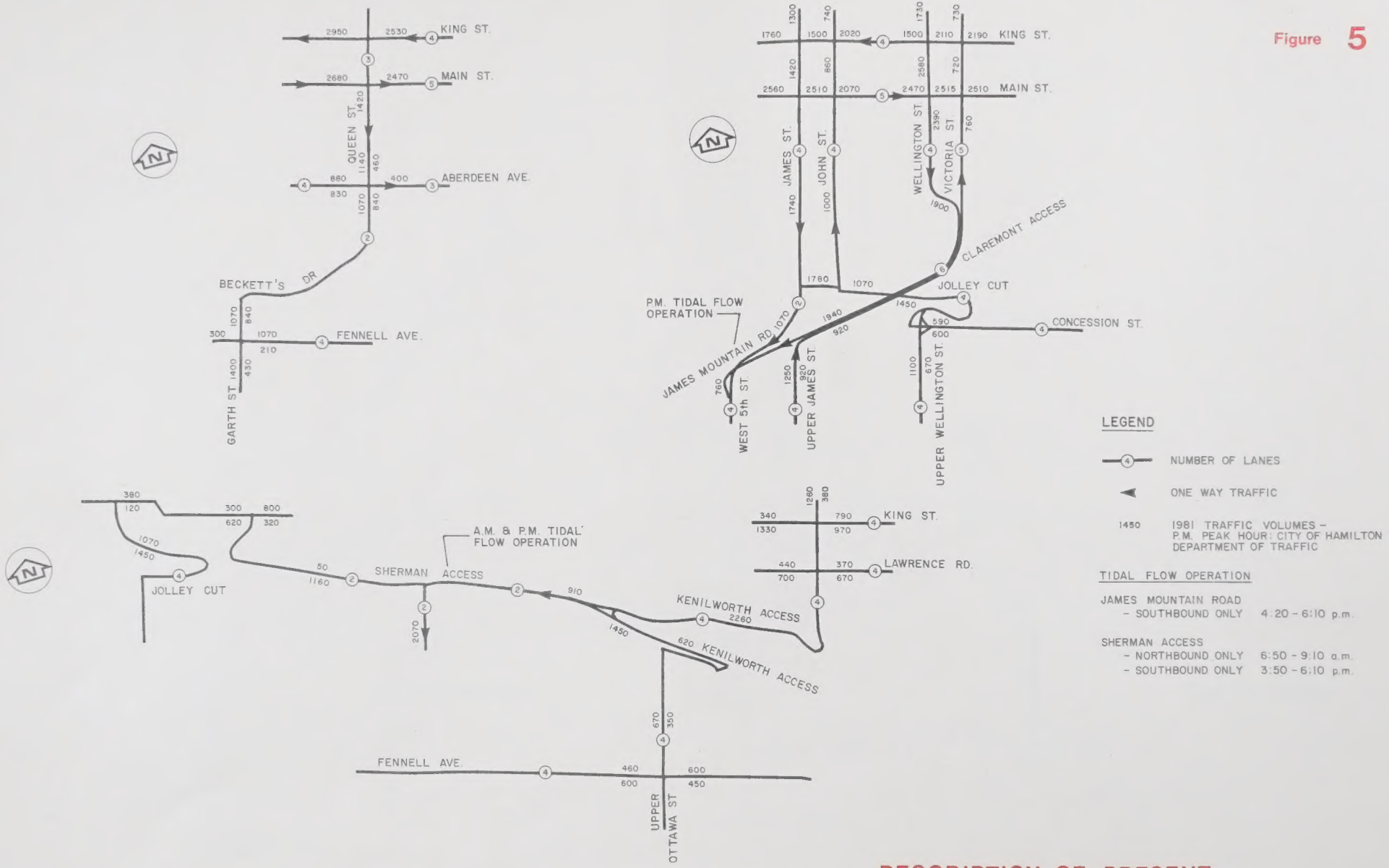
17,300 — 2001 FORECAST POPULATION GROWTH

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

LOCATION OF POPULATION AND EMPLOYMENT GROWTH

DeLCan DE LEUW CATHER CANADA LTD.
CONSULTING ENGINEERS AND PLANNERS

Figure 5

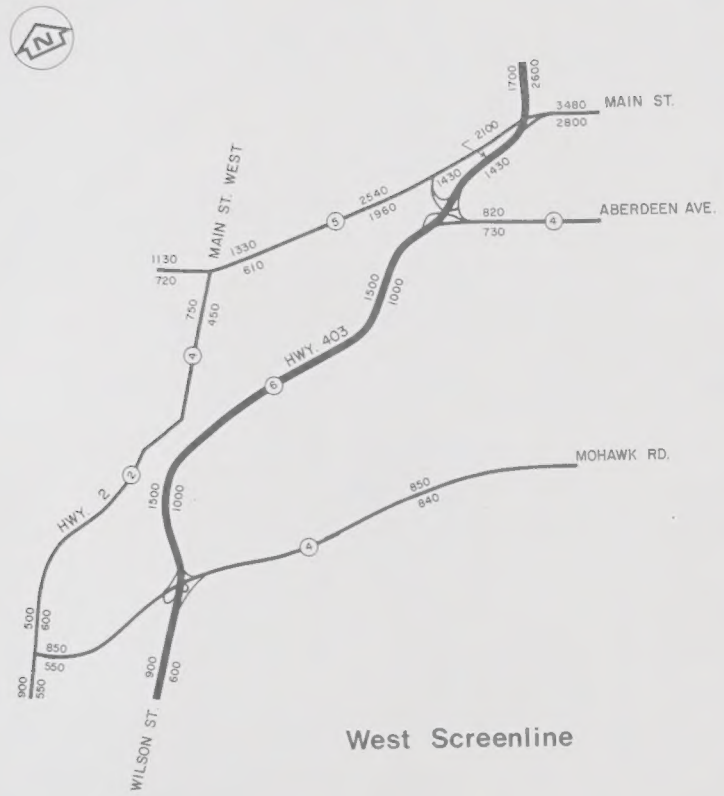


DESCRIPTION OF PRESENT ESCARPMENT ROAD ACCESSES

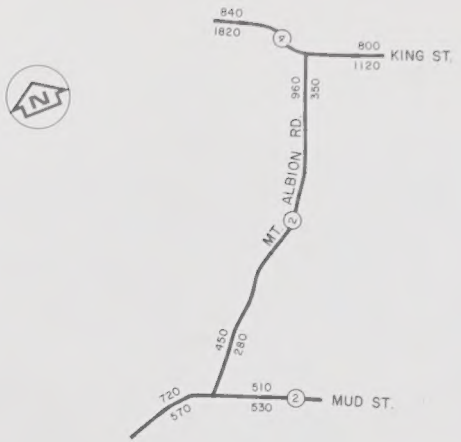
CENTRAL SCREENLINE

DeLCan DE LEUW CATHER CANADA LTD.
CONSULTING ENGINEERS AND PLANNERS

Figure 6



West Screenline



East Screenline

LEGEND

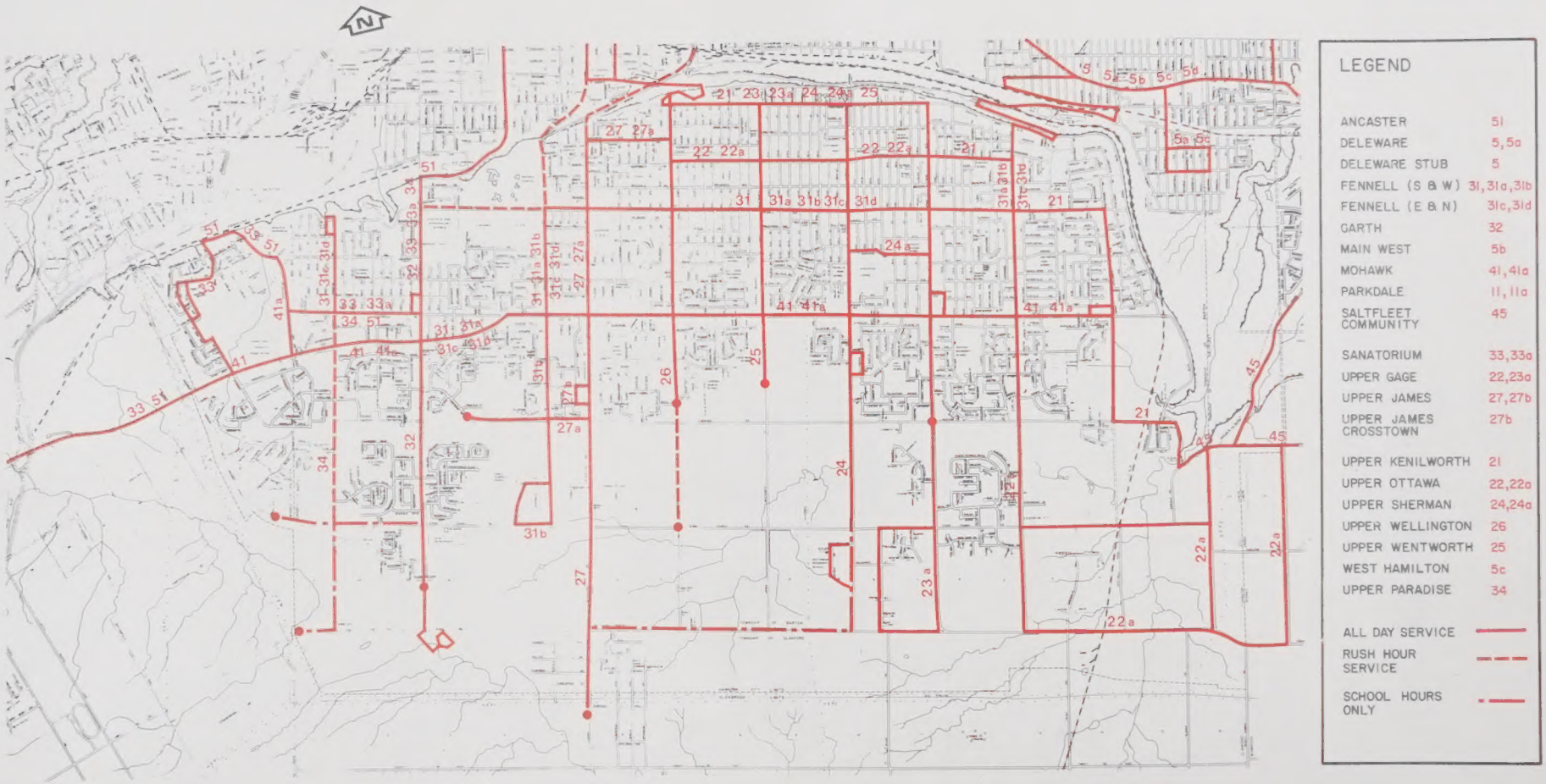
4 — NUMBER OF LANES

1330 — 1981 TRAFFIC VOLUMES - P.M. PEAK HOUR

DESCRIPTION OF PRESENT ESCARPMENT ROAD ACCESSES

WEST AND EAST SCREENLINES

DeLCan DELUMCATHER CANADA LTD
CONSULTING ENGINEERS AND PLANNERS

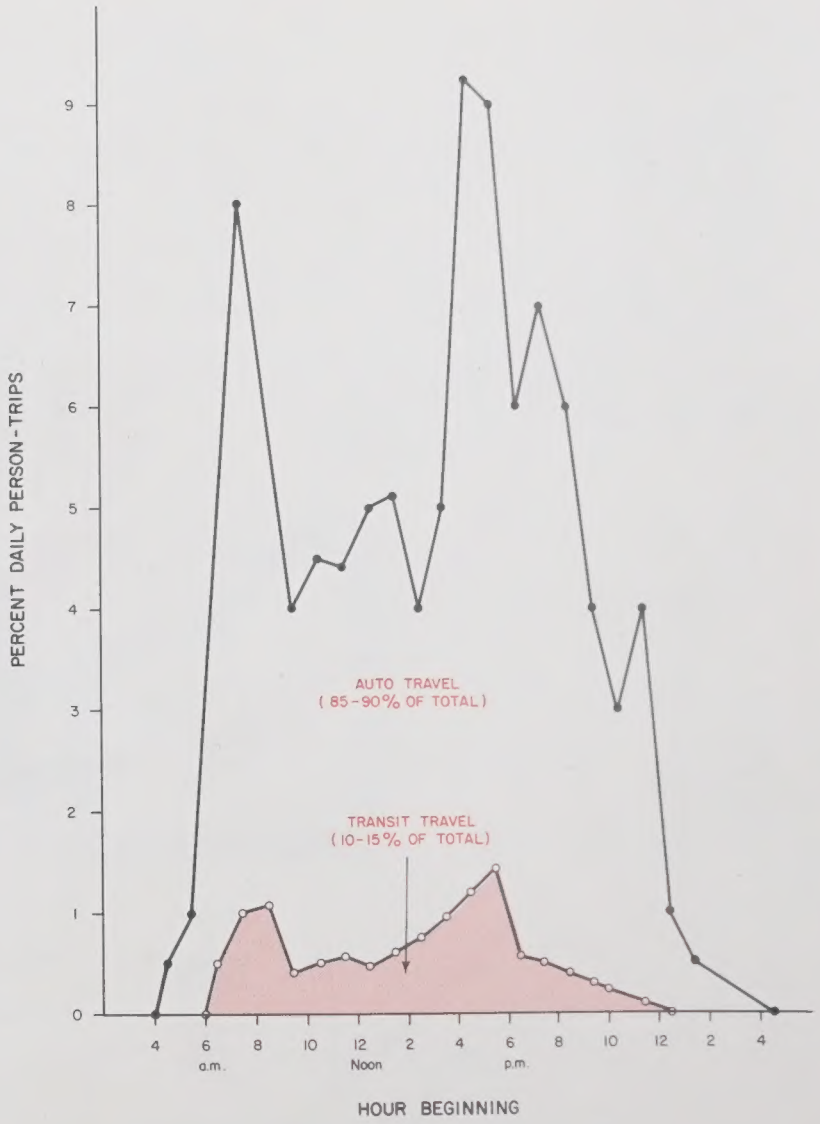


MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

PUBLIC TRANSIT SERVICES: MOUNTAIN GROWTH AREA

DeLCan DE LEUW CATHER CANADA LTD.
CONSULTING ENGINEERS AND PLANNERS

Figure 8



URBAN TRAVEL DEMAND BY MODE

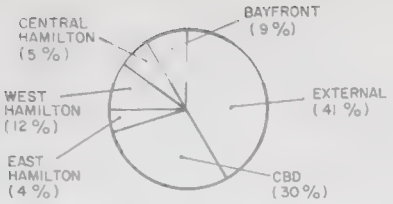
Figure 9

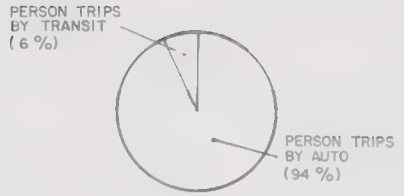
MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

EXISTING TRAVEL DEMAND CROSSING THE ESCARPMENT

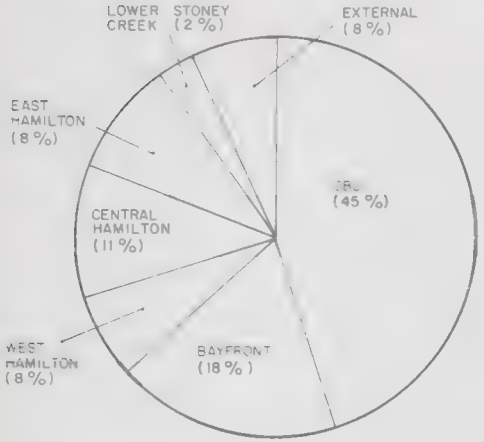
DeLCan

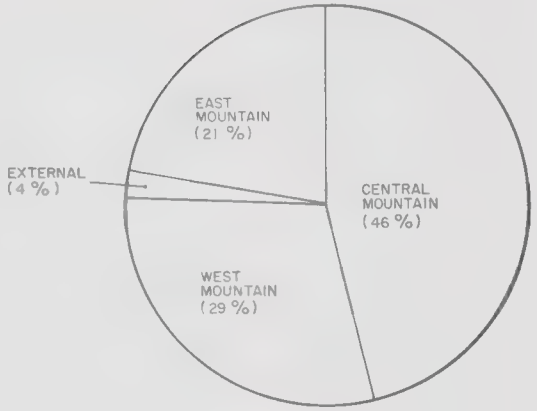
Figure 10

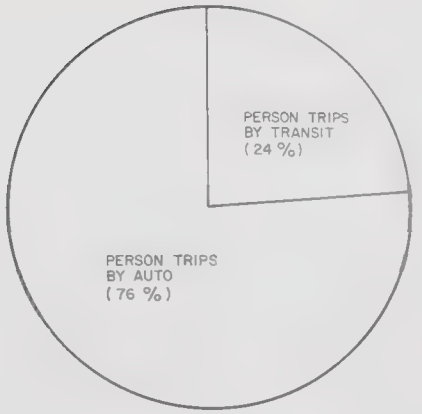




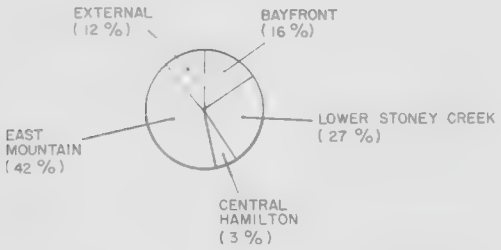
WEST SCREENLINE
TOTAL PERSON TRIPS = 7,700

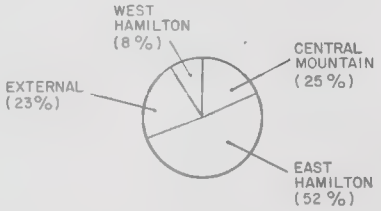


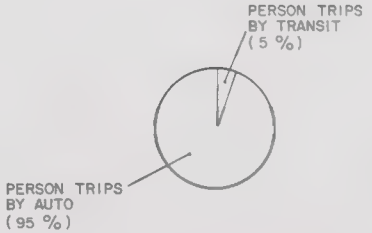




CENTRAL SCREENLINE
TOTAL PERSON TRIPS = 18,800







EAST SCREENLINE
TOTAL PERSON TRIPS = 5,700

ORIGIN OF 2001 P.M. PEAK HOUR PERSON TRIPS SOUTHBOUND ACROSS THE ESCARPMENT

DESTINATION OF 2001 P.M. PEAK HOUR PERSON TRIPS SOUTHBOUND ACROSS THE ESCARPMENT

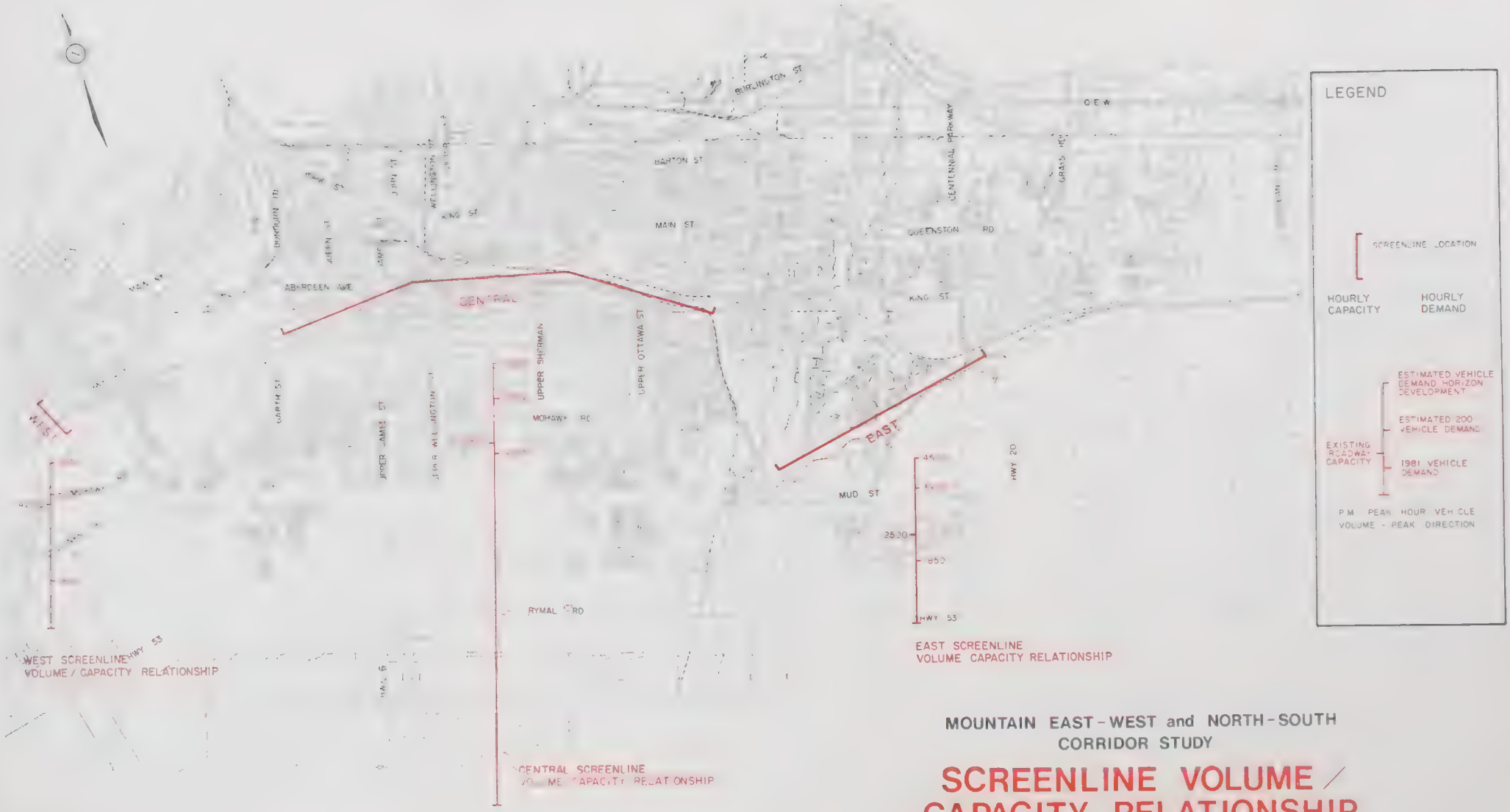
MODAL SPLIT TO TRANSIT

MOUNTAIN EAST - WEST and NORTH - SOUTH CORRIDOR STUDY

2001 DISTRIBUTION OF PEAK HOUR PERSON TRIPS

DeLCan

Figure 11



MOUNTAIN EAST-WEST and NORTH-SOUTH CORRIDOR STUDY

SCREENLINE VOLUME / CAPACITY RELATIONSHIP

DeLCan

Figure 12

MOUNTAIN EAST-WEST and NORTH-SOUTH CORRIDOR STUDY

EXISTING LAND USE: AREA OF INVESTIGATION

DeLCan

Figure 13

MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

EXISTING OPEN SPACE DEVELOPMENT

RED HILL CREEK VALLEY AREA

Figure 14

MOUNTAIN EAST-WEST and NORTH-SOUTH
CORRIDOR STUDY

NATURAL ENVIRONMENTAL CONSTRAINT AREAS

DeLCan

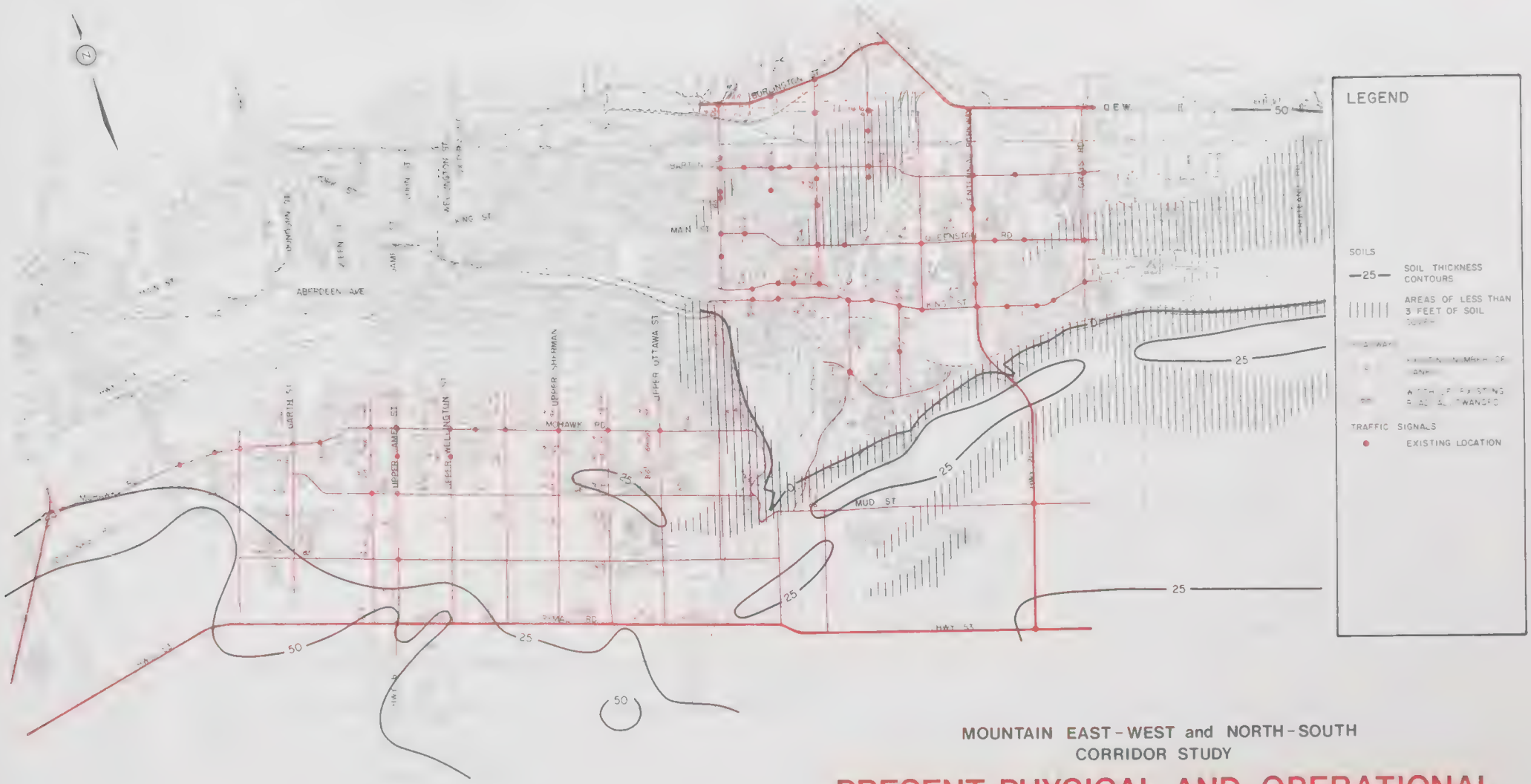
Figure 15

MOUNTAIN EAST-WEST and NORTH-SOUTH CORRIDOR STUDY

PRESENT ARTERIAL AND HIGHWAY NETWORK

DeLCan

Figure 16



MOUNTAIN EAST-WEST and NORTH-SOUTH
CORRIDOR STUDY

PRESENT PHYSICAL AND OPERATIONAL CHARACTERISTICS OF ROAD SYSTEM

DeLCan

Figure 17

LEGEND

- ALL DAY SERVICE
- RUSH HOUR SERVICE
- SCHOOL HOURS ONLY
- SUMMER SCHEDULE

MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

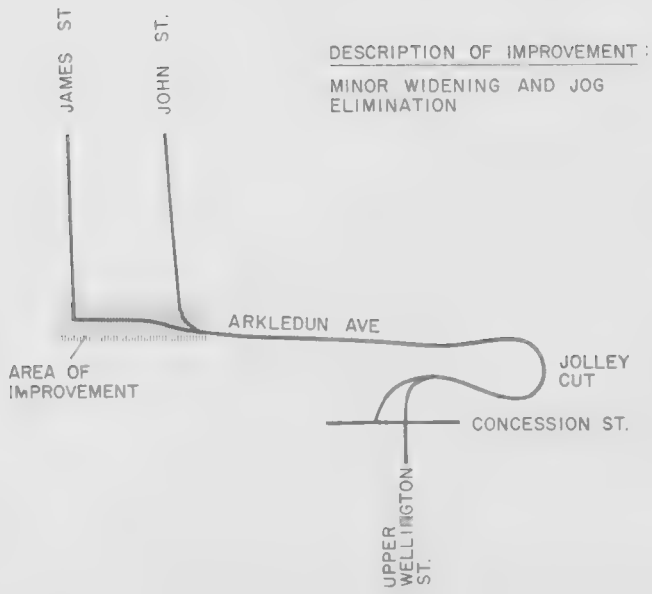
PRESENT H.S.R. PUBLIC TRANSIT ROUTES

DeLCan

MOUNTAIN EAST-WEST and NORTH-SOUTH
CORRIDOR STUDY

EXISTING MAJOR UTILITIES AND RAILWAYS

DeLCan



DESCRIPTION OF IMPROVEMENT:

MINOR WIDENING AND JOG ELIMINATION

JAMES ST. / ST. JOSEPH'S DR. / ARKLEDUN AVE.

DESCRIPTION OF IMPROVEMENT:

WIDEN FROM 4 LANE TO 6 LANE FACILITY FROM MUD ST. TO Q.E.W. AND RECONSTRUCT C.N.R. GRADE SEPARATION

CENTENNIAL PARKWAY / HIGHWAY 20

EXPANSION OF PRESENT ARTERIAL ROAD SYSTEM

DeLCan

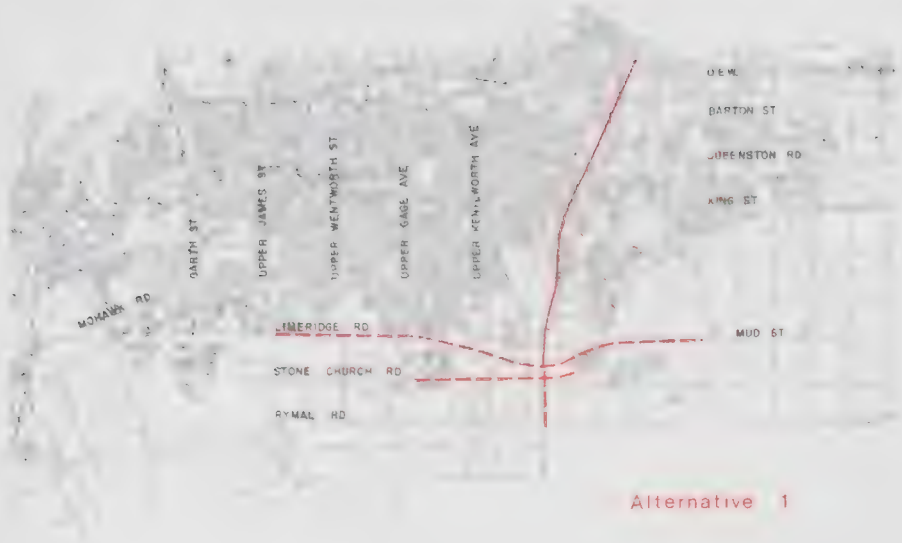
Figure 20

MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

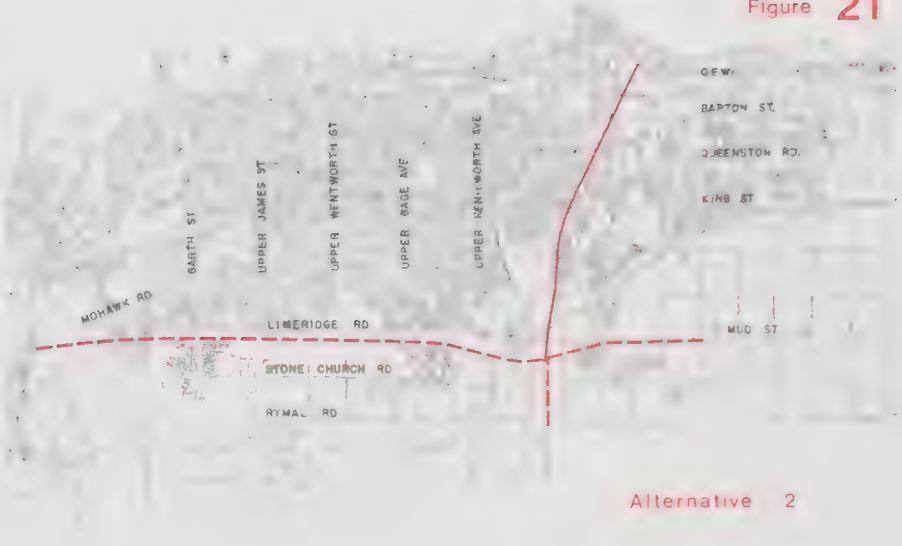
LOCATION OF ROADWAY EXPANSION CORRIDORS

DeLCan

Figure 21



Alternative 1



Alternative 2

Alternative 3

Alternative 4

LEGEND

FREEWAY FACILITY

ARTERIAL ROAD

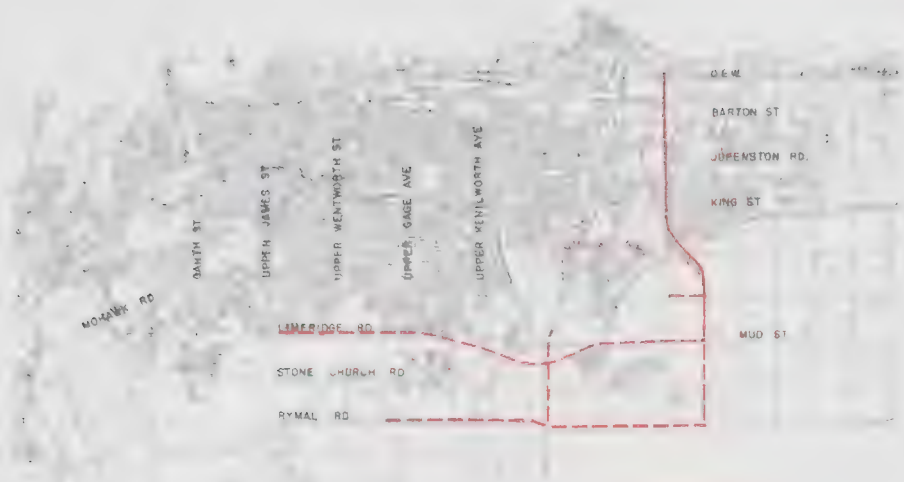
MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

MAJOR ROADWAY ALTERNATIVES

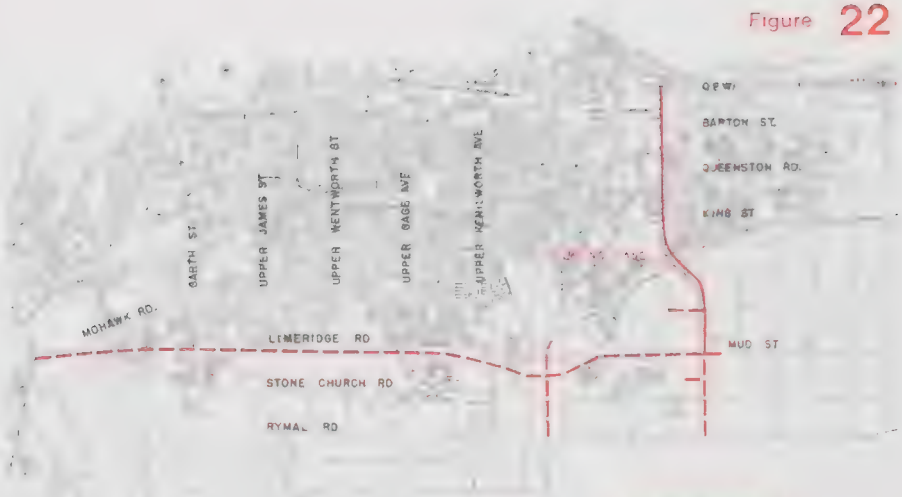
ALTERNATIVES; 1, 2, 3, 4

DeLCan

Figure 22



Alternative 5



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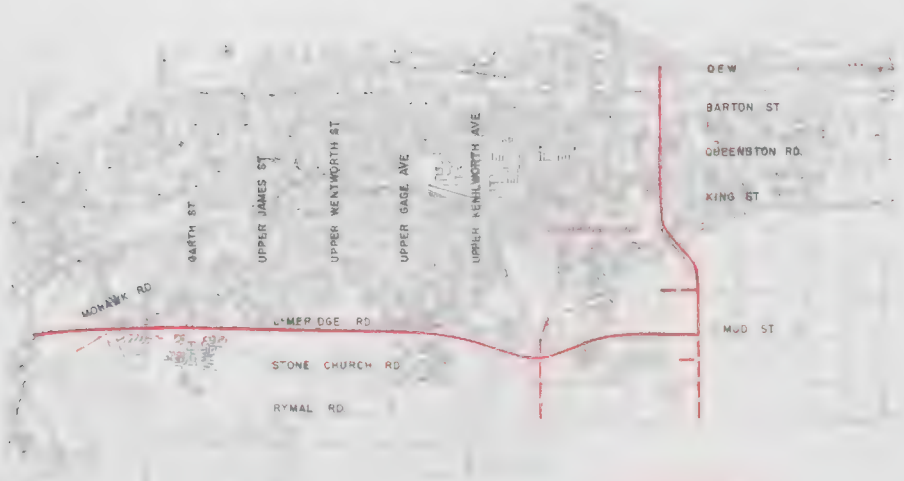


Alternative 7

Alternative 8

LEGEND:

FREEWAY FACILITY

ARTERIAL ROAD

MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

MAJOR ROADWAY ALTERNATIVES

ALTERNATIVES 5, 6, 7, 8

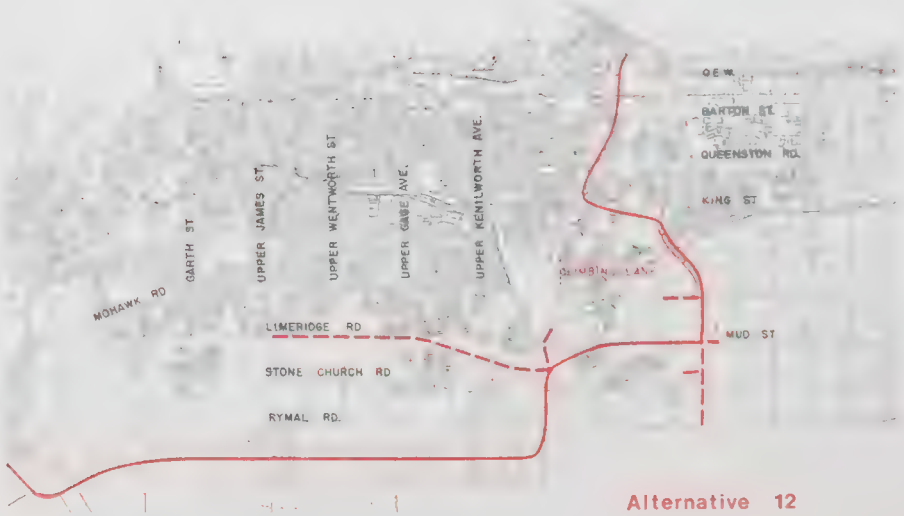
DeLCan

Figure 23

Alternative 9

Alternative 10

Alternative 11



Alternative 12

LEGEND:

FREEWAY FACILITY

ARTERIAL ROAD

MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

MAJOR ROADWAY ALTERNATIVES

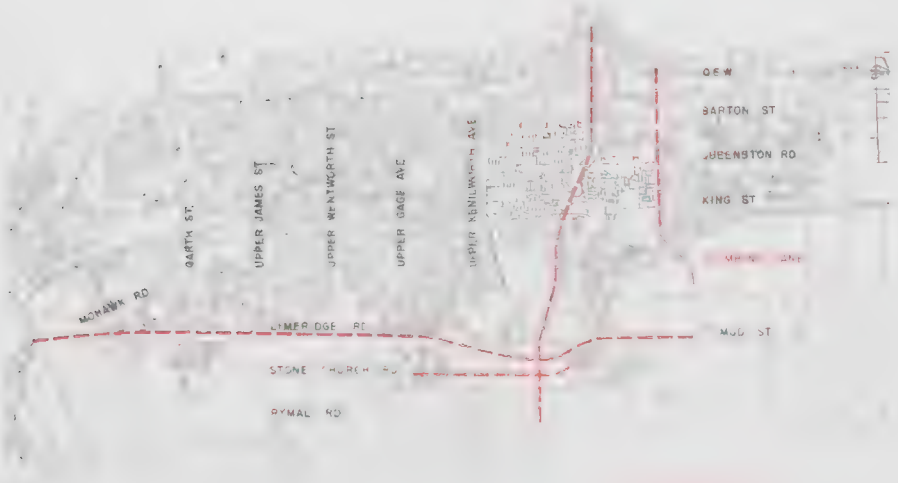
ALTERNATIVES; 9, 10, 11, 12

DeLCan

Figure 24

Alternative 13

Alternative 14



Alternative 15

LEGEND:

FREEWAY FACILITY

ARTERIAL ROAD

MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

MAJOR ROADWAY ALTERNATIVES

ALTERNATIVES; 13, 14, 15

DeLCan

Figure 25

ALTERNATIVE (NORTH - SOUTH / EAST - WEST)	TRANSPORTATION SERVICE				IMPACT ON SOCIAL ENVIRONMENT					IMPACT ON NATURAL ENVIRONMENT				IMPACT ON RECREATION LANDS - RED HILL CREEK VALLEY					COST (1978 BASIS)			COST EFFECTIVENESS	CONCLUSION OF EVALUATION
	RELIEF TO ARTERIAL SYSTEM	TRUCK ATTRACTIVENESS	RELIANCE ON HIGH TRANSIT USE	COMBINED ASSESSMENT	HOMES	BUSINESSES	NEIGHBOURHOOD DISRUPTION	PLANNED DEVELOPMENT	COMBINED ASSESSMENT	PHYSICAL	BIOLOGICAL	SCENIC RESOURCES	COMBINED ASSESSMENT	LANDS NORTH OF KING ST (AC)	LANDS SOUTH OF KING ST (AC)	IMPACT ON EXISTING USE	IMPACT ON FUTURE USE	COMBINED ASSESSMENT	CONSTRUCTION (M)	PROPERTY	COMBINED ASSESSMENT		
1 - RHCF / EXA	1.00	2.75	1.10	A	35/30	-	L	N	P	S	S	S	S	85	95	SF	S	S	54.5	R	R	0.77	DELETE
2 - RHCF / LA	0.98	4.24	1.08	G	65/-	-	L	N	P	S	S	S	S	85	95	SF	S	S	59.8	R	R	0.70	RETAIN
3 - RHCF / LF	0.72	4.24	0.80	G	20/55	-	L	PR	P	S	S	S	S	85	95	SF	S	S	77.3	M	M	0.75	RETAIN
4 - RHCF / HF	0.88	4.71	0.98	G	105/40	30/-	L	PR	P	S	S	S	S	85	95	SF	S	S	82.8	M	M	0.60	RETAIN
5 - 20F / EXA	1.35	1.94	1.50	NA	100/45	30/-	S	N	NR	L/M	-	M	L	-	4	-	-	-	65.4	S	M	0.54	DELETE
6 - 20F / LA	1.14	3.33	1.26	P	100/45	30/30	S	N	N.R.	L/M	-	M	L	-	4	-	-	-	69.2	S	M	0.58	DELETE
7 - 20F / LF	0.93	3.33	1.05	A	150/65	30/30	S	PR	NR	L/M	-	M	L	-	5	-	-	-	104.3	S	S	0.43	DELETE
8 - 20F / HF	1.05	3.36	1.17	P	140/40	35/30	S	N	NR	S/M	L/M	M	M	-	4	-	-	-	109.5	S	S	0.40	DELETE
9 - 20RHF / EXA	1.35	2.96	1.50	NA	85/50	5/-	M	NR	M	M	L	M	M	85	26	-	M	M	55.2	R	R	0.63	DELETE
10 - 20RHF / LA	1.14	4.64	1.26	A	85/50	5/-	M	NR	M	M	L	M	M	85	26	-	M	M	58.7	R	R	0.68	RETAIN
11 - 20RHF / LF	0.93	4.64	1.05	G	135/70	5/3	M	PR	M	M	L	M	M	85	26	-	M	M	93.8	M	S	0.48	RETAIN
12 - 20RHF / HF	1.05	5.11	1.17	A	120/55	15/5	M	N	M	S	M	M	S	85	26	-	M	M	99.0	M	S	0.44	DELETE
13 - FRF / LF	1.02	2.60	1.14	P	135/35	5/-	M	PR	M	M	S	S	S	-	5	-	-	-	95.4	M	S	0.19	DELETE
14 - KA / LA	1.06	3.95	1.18	P	90/500	30/-	S	NR	NR	L/M	L/M	S	M	-	19	ST	L	L/M	49.4	S	M	0.75	DELETE
15 - RHA / LA	0.97	3.68	1.07	A	70/-	5/-	L	NR	P	S	S	M	S	45	45	SF	S	S/M	48.1	R	R	0.71	RETAIN

LEGEND

TRANSPORTATION SERVICES

RELIEF TO ARTERIAL SYSTEM - VOLUME CAPACITY RATIO
TRUCK ATTRACTIVENESS INDICATOR
RELIANCE ON HIGH TRANSIT USE - VOLUME CAPACITY RATIO
COMBINED ASSESSMENT
NA - NOT ACCEPTABLE A - ACCEPTABLE
P - POOR G - GOOD

SOCIAL ENVIRONMENT

- HOMES 35/30 — NO. OF HOMES REQUIRED; NO. OF HOMES ADVERSELY AFFECTED
- BUSINESS 35/30 — NO. OF BUSINESSES REQUIRED; NO. OF BUSINESSES ADVERSELY AFFECTED
- NEIGHBOURHOOD DISRUPTION
  - L - LOW IMPACT
  - M - MODERATE IMPACT
  - S - SIGNIFICANT IMPACT
- REINFORCEMENT OF PLANNED DEVELOPMENT
  - P - POSITIVE REINFORCEMENT
  - N - NEUTRAL OR NO IMPACT
  - NR - NEGATIVE REINFORCEMENT

COMBINED ASSESSMENT
P - POSITIVE OR MINIMAL IMPACT
M - NEUTRAL OR MODERATE IMPACT
S - NEGATIVE OR SIGNIFICANT IMPACT

NATURAL ENVIRONMENT

PHYSICAL, BIOLOGICAL, SCENIC RESOURCES
L - LOW IMPACT
M - MODERATE IMPACT
S - SIGNIFICANT IMPACT
-- NO IMPACT

RECREATION LAND - R.H.C.V.

85 - ACRES OF USEABLE LAND AFFECTED
SF - SPORTS FIELD
ST - SKI TOW
IMPACT ON FUTURE USE AND COMBINED ASSESSMENT
S - SIGNIFICANT
M - MODERATE
L - LOW

COST

CONSTRUCTION 54.5 - 1978 COST OF CONSTRUCTION IN MILLIONS
PROPERTY COST MEASURED BY NUMBER OF HOMES REQUIRED
R - REASONABLE
M - MODERATELY EXPENSIVE
S - SIGNIFICANT

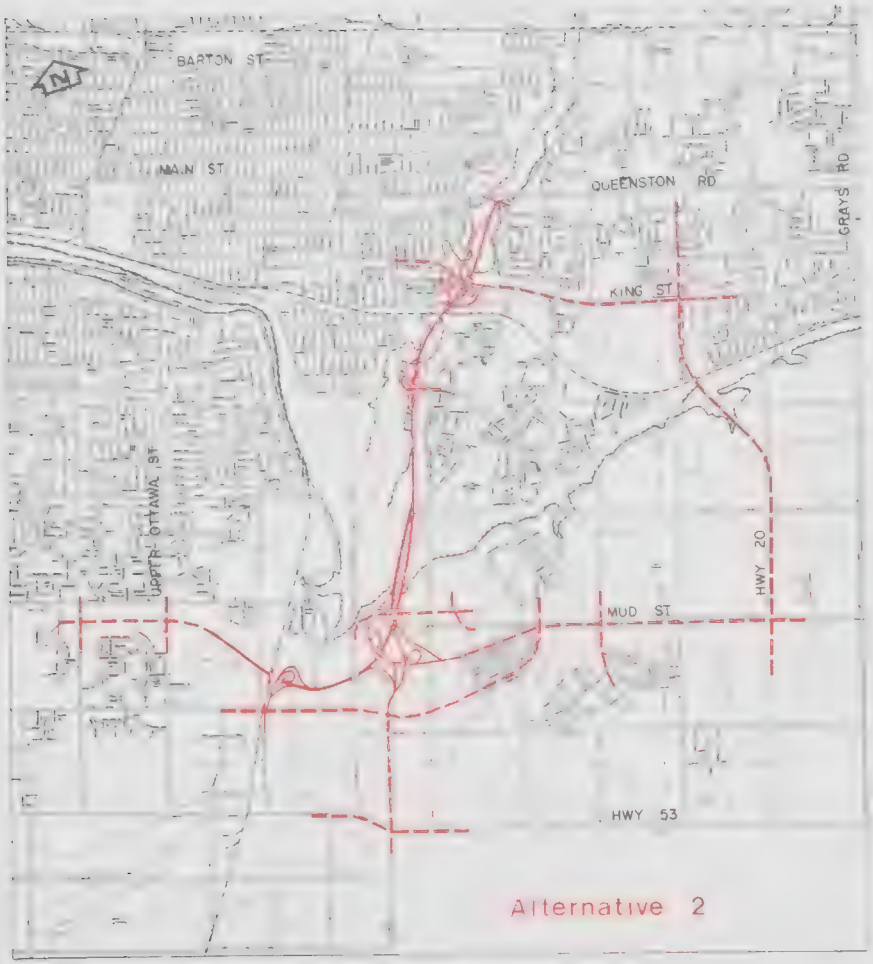
COST EFFECTIVENESS

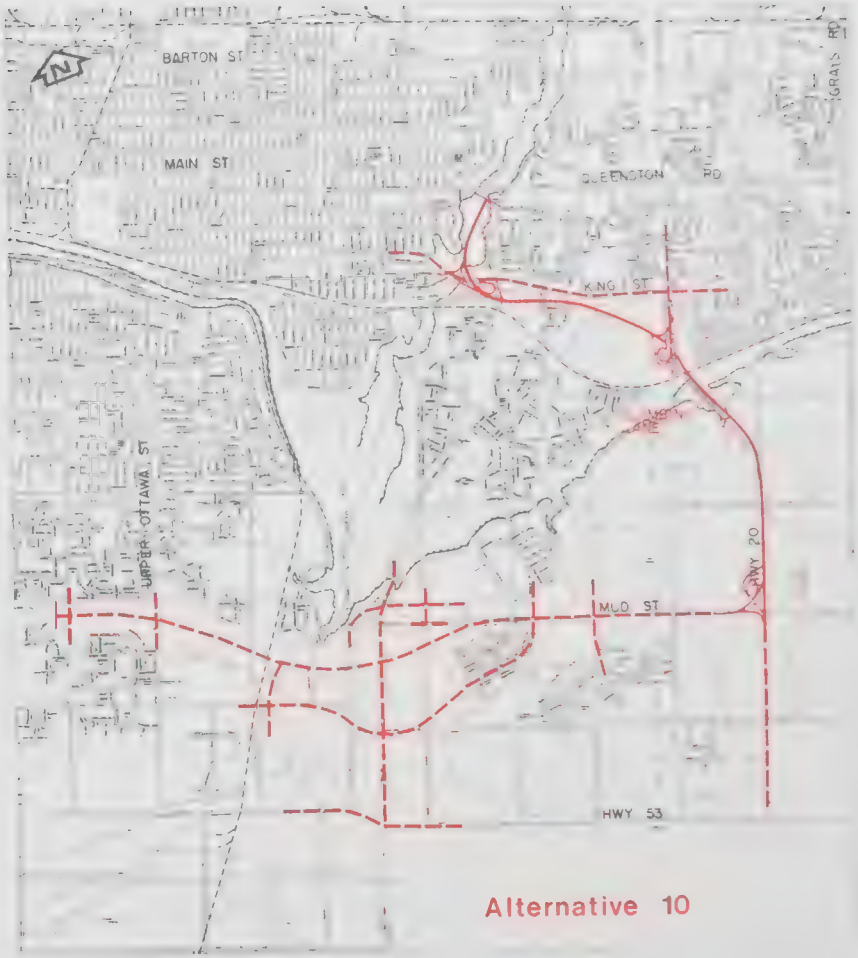
RATIO OF PEAK HOUR PEAK DIRECTION TRAFFIC ASSIGNED TO ROADWAY ALTERNATIVE TO CONSTRUCTION COST.

ALTERNATIVE DESIGNATION

RHCF - RED HILL CREEK FREEWAY
EXA - EXISTING ARTERIAL
LA - LIMERIDGE ARTERIAL IN DESIGNATED R.O.W.
LF - LIMERIDGE FREEWAY IN DESIGNATED R.O.W.
HF - HYDRO FREEWAY WITHIN HYDRO R.O.W.
20F - HIGHWAY 20 FREEWAY
20RHF - HIGHWAY 20 RED HILL CREEK FREEWAY
FRF - FRUITLAND FREEWAY
KA - KENILWORTH ARTERIAL
RHA - RED HILL CREEK ARTERIAL

PRELIMINARY EVALUATION OF ALTERNATIVES





LEGEND:

FREEWAY SEGMENT

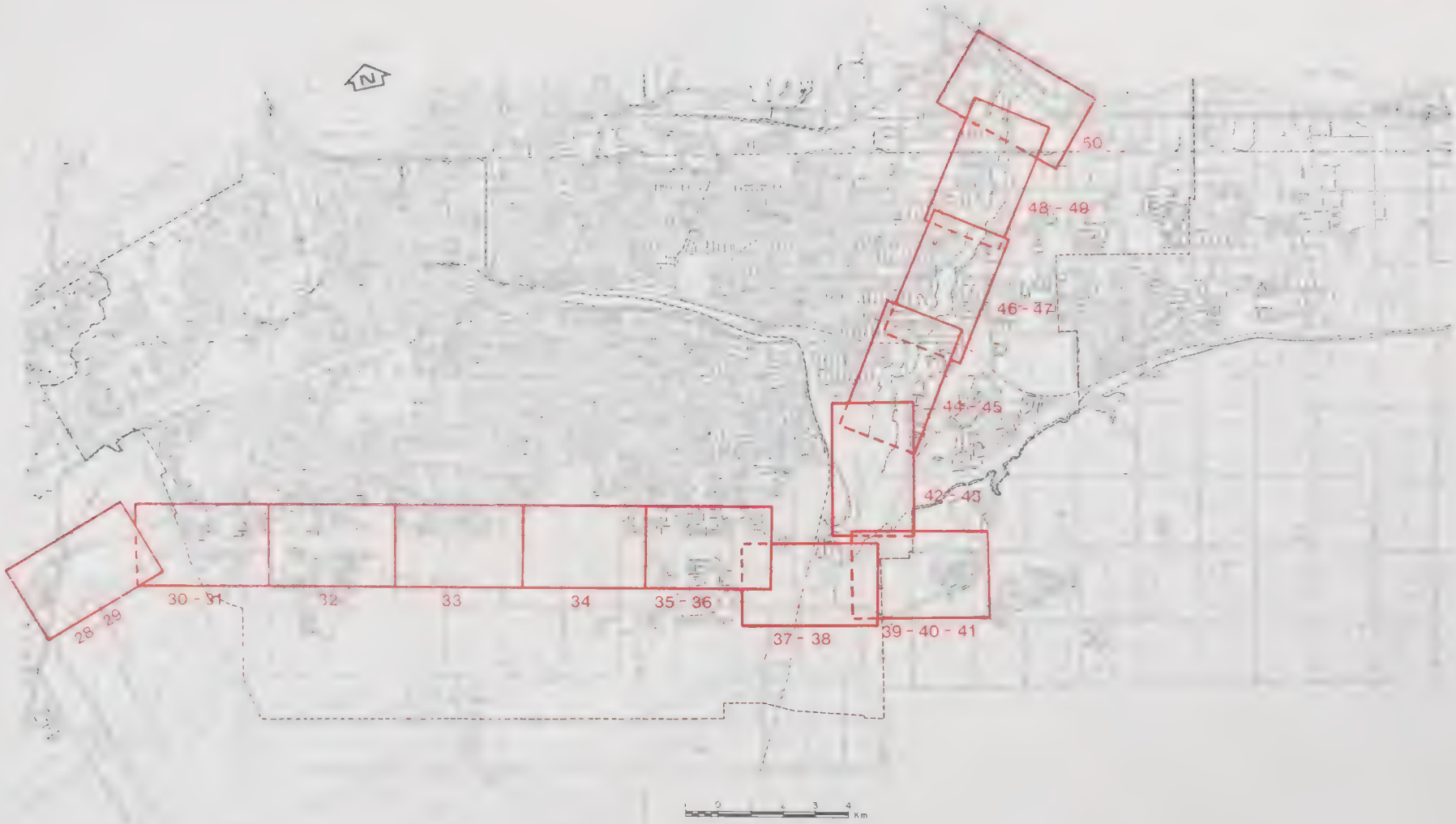
ARTERIAL ROADWAY

MOUNTAIN EAST - WEST and NORTH - SOUTH CORRIDOR STUDY

DETAILED COMPARISON OF ALTERNATIVES 2 & 10

DeLCan

Figure 27



LEGEND

28 - 29 PLAN - EXHIBIT NUMBER / PROFILE - EXHIBIT NUMBER

MOUNTAIN EAST - WEST and NORTH - SOUTH CORRIDOR STUDY

PLAN AND PROFILE SHEET INDEX

DeLCan

Figure 28

0 40 80 120 160 200

Scale 1 5000

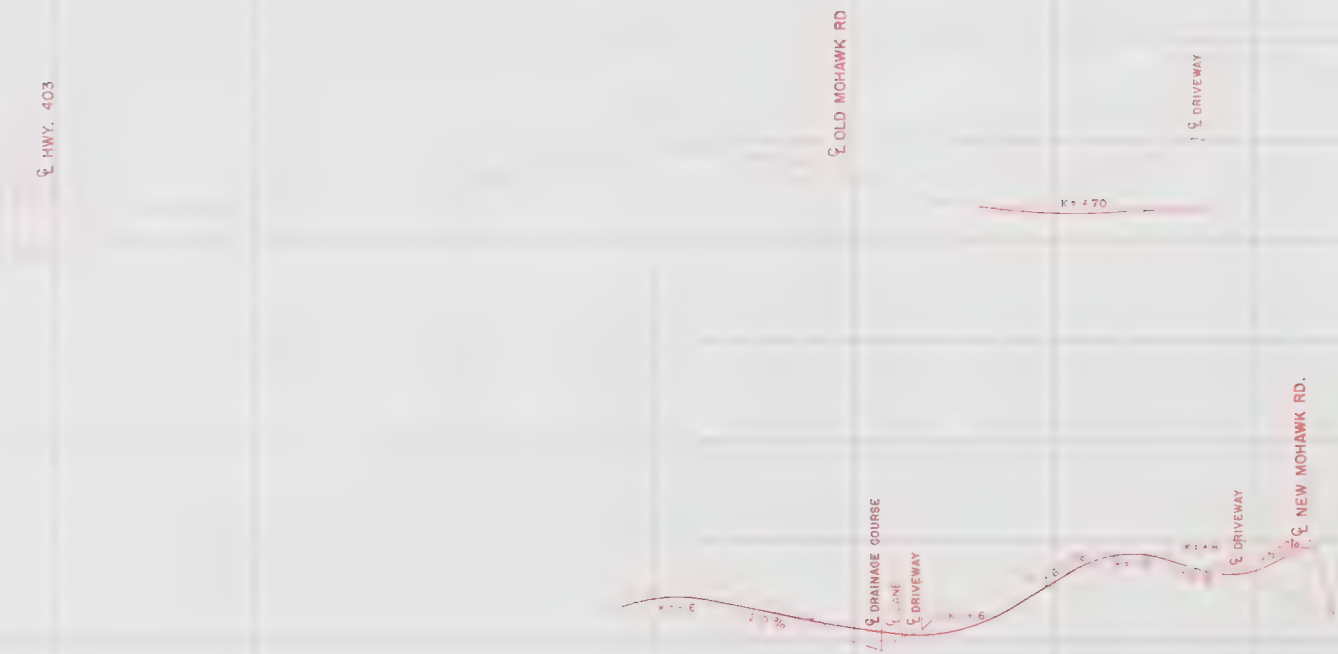
MOUNTAIN EAST- WEST and NORTH - SOUTH CORRIDOR STUDY

MOUNTAIN EAST-WEST ARTERIAL

STA. 10 + 000 To STA. 11 + 150

DeLCan

Figure 29



SERVICE ROAD

0 40 80 120 160 200
HORIZONTAL

0 4 8 12 16 20
VERTICAL

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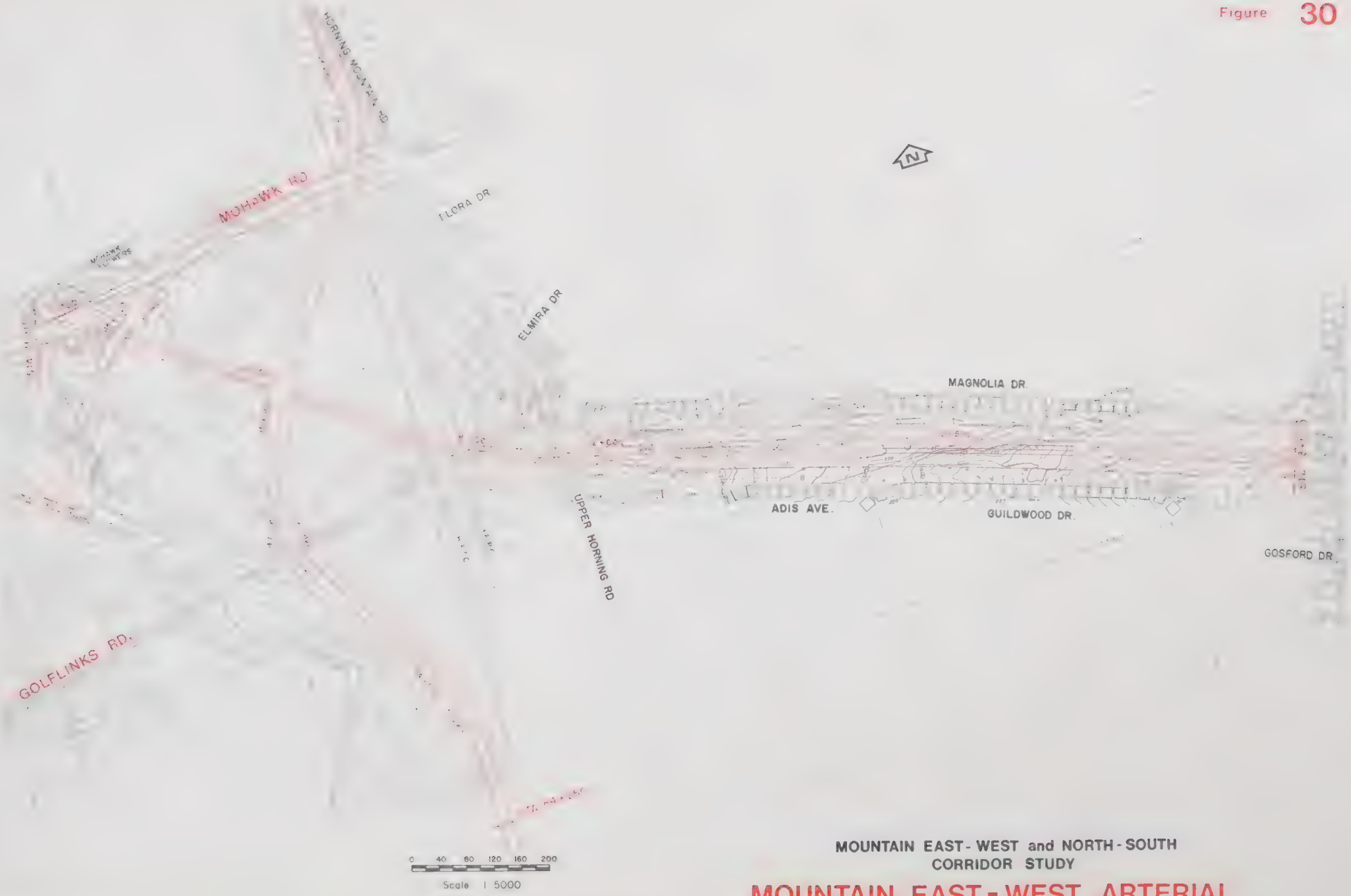
MOUNTAIN EAST-WEST and NORTH-SOUTH
CORRIDOR STUDY

MOUNTAIN EAST-WEST ARTERIAL

STA. 10 + 000 To STA. 11 + 150

Figure 30

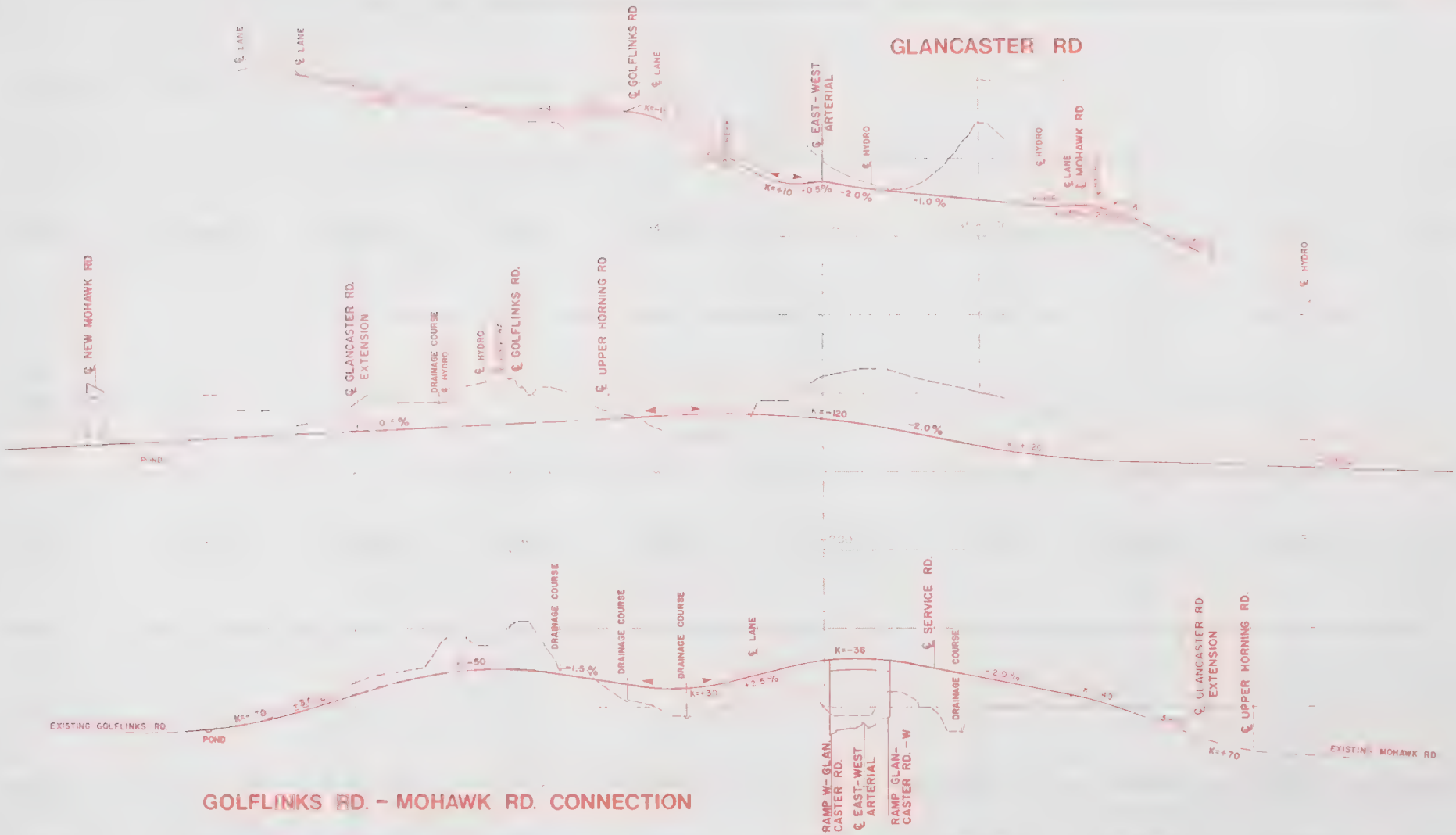


MOUNTAIN EAST-WEST and NORTH-SOUTH
CORRIDOR STUDY

MOUNTAIN EAST-WEST ARTERIAL

STA. 11+150 To STA. 13+000

DeLCan



GOLFLINKS RD. – MOHAWK RD. CONNECTION

0 40 80 120 160 200
HORIZONTAL

0 4 8 12 16 20
VERTICAL

MOUNTAIN EAST-WEST and NORTH-SOUTH CORRIDOR STUDY

MOUNTAIN EAST-WEST ARTERIAL

STA. 11 + 150 To STA. 13 + 000

DeLCan

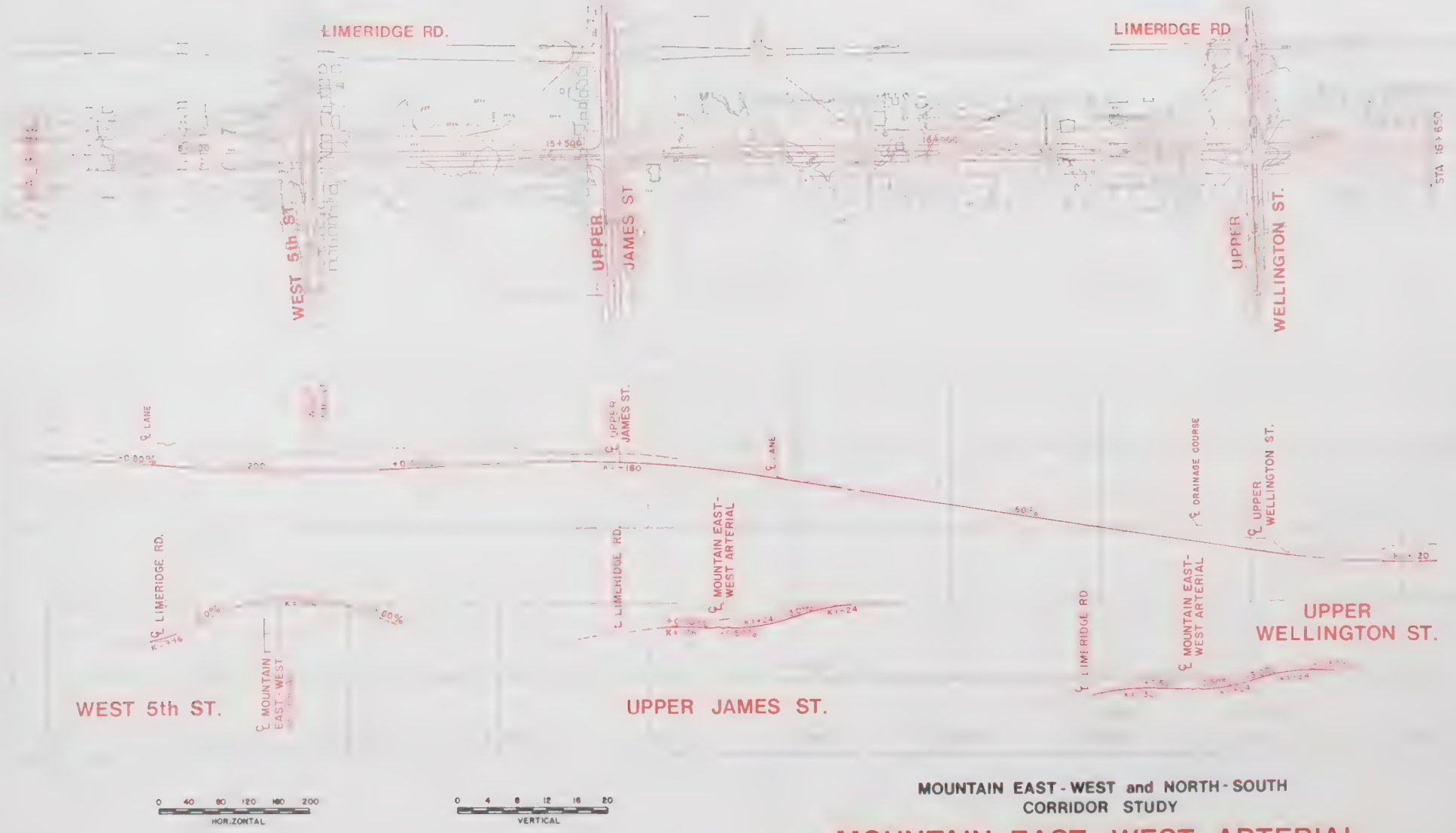
MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

MOUNTAIN EAST-WEST ARTERIAL

STA. 13 + 000 To STA. 14 + 800

DeLCan

Figure 33



MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

MOUNTAIN EAST - WEST ARTERIAL

STA. 14 + 800 To STA. 16 + 650

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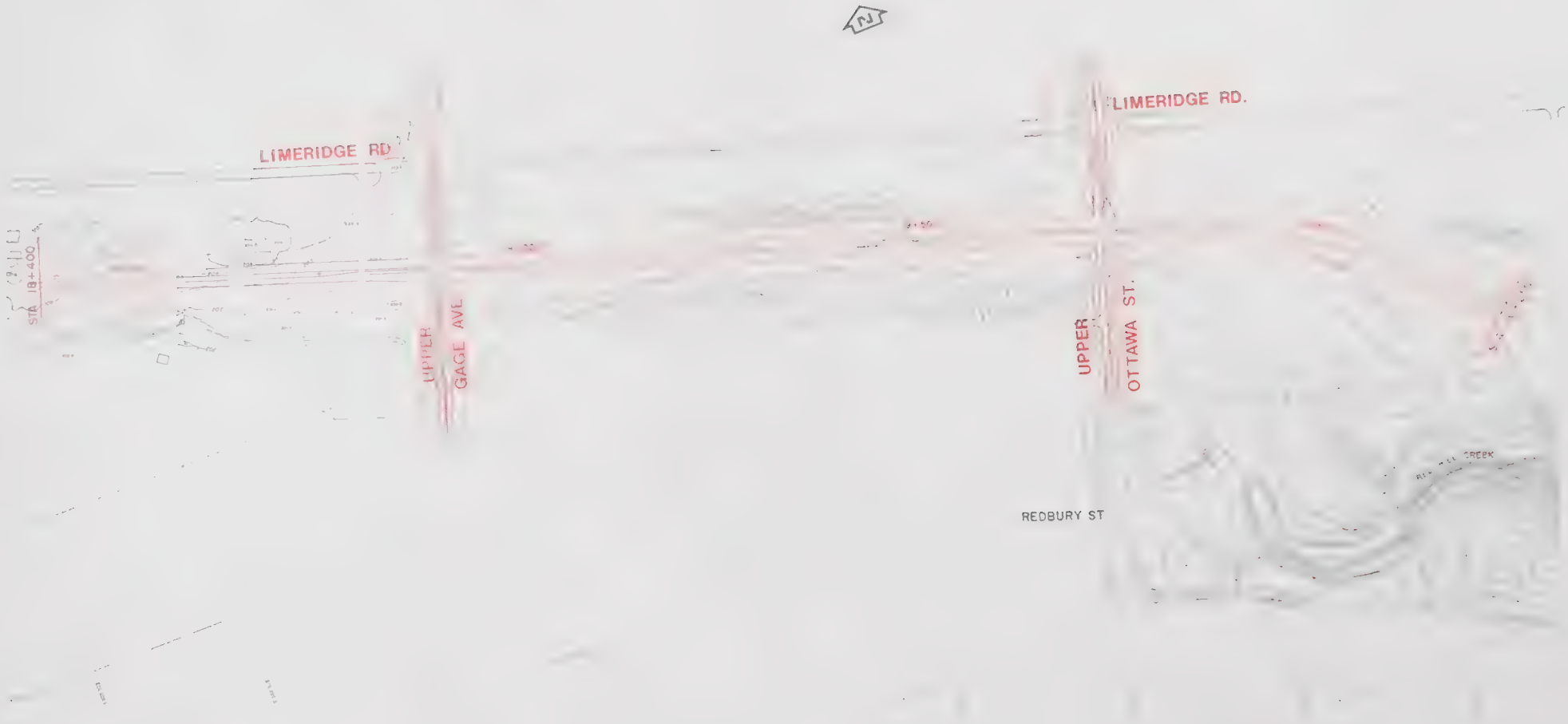
MOUNTAIN EAST-WEST and NORTH-SOUTH CORRIDOR STUDY

MOUNTAIN EAST-WEST ARTERIAL

STA. 16 + 650 To STA. 18 + 400

DeLCan

Figure 35



0 40 80 120 160 200

Scale. 1-5000

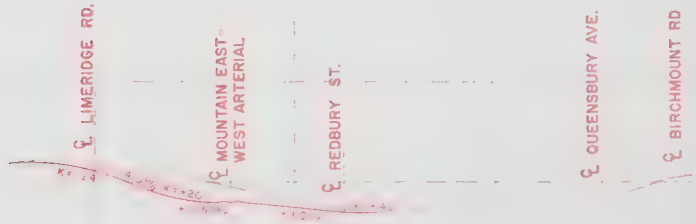
MOUNTAIN EAST-WEST and NORTH-SOUTH
CORRIDOR STUDY

MOUNTAIN EAST-WEST ARTERIAL

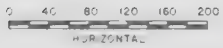
STA. 18 + 400 To STA. 20 + 250

DeLCan

UPPER GAGE AVE.



UPPER OTTAWA ST.



DeLCan

MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

MOUNTAIN EAST - WEST ARTERIAL

STA. 18 + 400 To STA. 20 + 250

Figure 37

0 40 80 120 160 200

Scale : 5000

MOUNTAIN EAST-WEST and NORTH-SOUTH
CORRIDOR STUDY

MOUNTAIN EAST-WEST ARTERIAL

STA. 20 + 250 To STA. 21 + 700

DeLCan

0 40 80 120 160 200
HORIZONTAL

0 4 8 12 16 20
VERTICAL

MOUNTAIN EAST-WEST and NORTH-SOUTH CORRIDOR STUDY

MOUNTAIN EAST-WEST ARTERIAL

STA. 20+250 To STA. 21+700

DeLCan

Figure 39

0 40 80 120 160 200

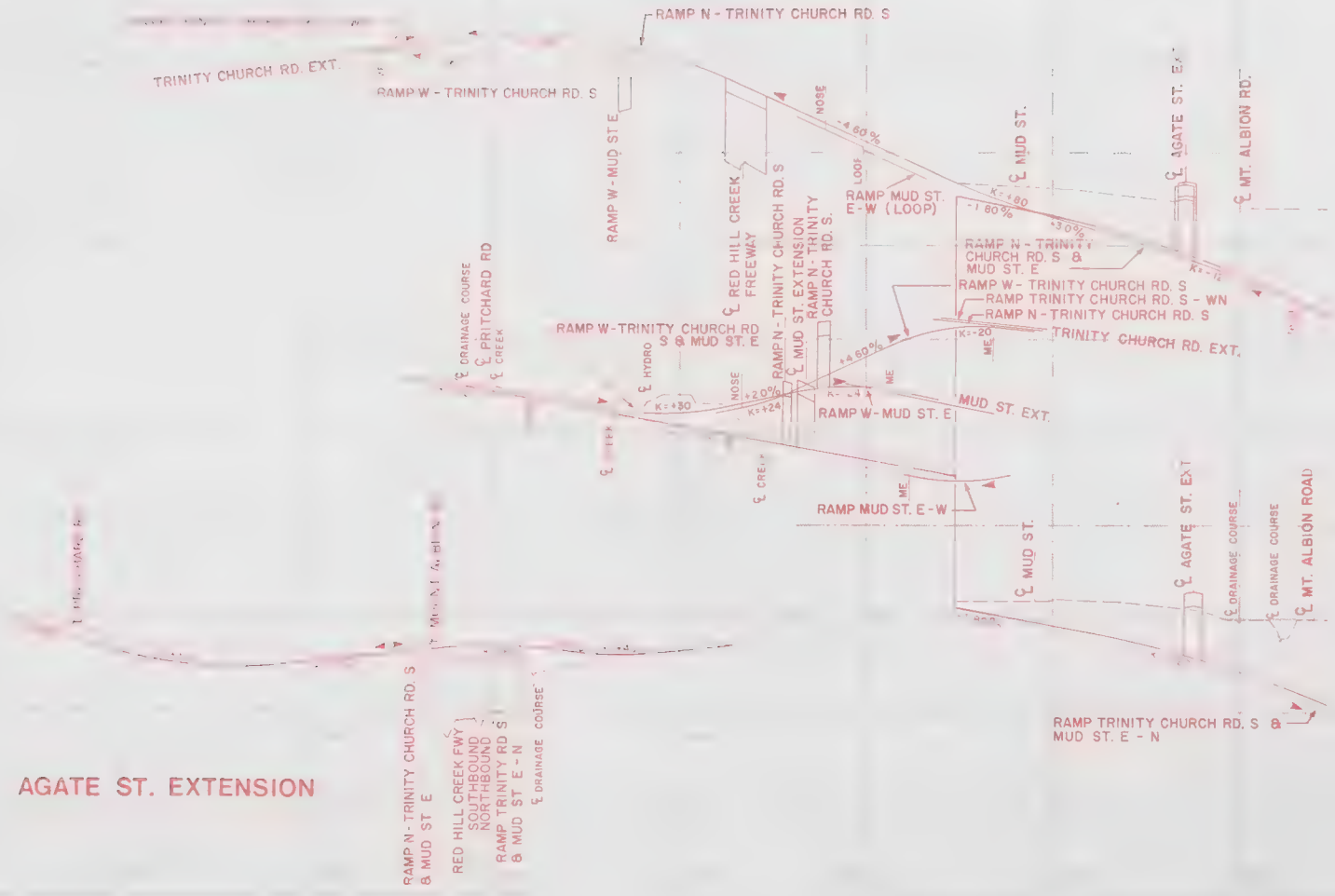
Scale. 1:5000

DeLCan

MOUNTAIN EAST-WEST and NORTH-SOUTH CORRIDOR STUDY

NORTH-SOUTH PARKWAY

STA. 21+700 To STA. 22+600


RAMP N - TRINITY CHURCH RD. S
TRINITY CHURCH RD. EXT.
RAMP W - TRINITY CHURCH RD. S
RAMP W - MUD ST E
RED HILL CREEK FREEWAY
MUD ST. EXTENSION
RAMP N - TRINITY CHURCH RD. S.
RAMP MUD ST. E-W (LOOP)
MUD ST.
AGATE ST. EXT.
MT. ALBION RD.
RAMP N - TRINITY CHURCH RD. S & MUD ST. E
RAMP W - TRINITY CHURCH RD. S
RAMP TRINITY CHURCH RD. S - WN
RAMP N - TRINITY CHURCH RD. S
TRINITY CHURCH RD. EXT.
RAMP W - TRINITY CHURCH RD S & MUD ST. E
MUD ST. EXT.
RAMP W - MUD ST. E
RAMP MUD ST. E-W
DRAINAGE COURSE
PRITCHARD RD
CREEK
HYDRO
NOSE
LOOP
ME
-4.60%
+3.0%
+4.60%
+2.00%
K=+80
K=-180
K=+30
K=+24
K=-20
RAMP TRINITY CHURCH RD. S & MUD ST. E - N
RAMP N - TRINITY CHURCH RD. S & MUD ST E
RED HILL CREEK FWY SOUTHBOUND NORTHBOUND
RAMP TRINITY RD S & MUD ST E - N
DRAINAGE COURSE

AGATE ST. EXTENSION

HORIZONTAL 0 40 80 120 160 200

VERTICAL 0 4 8 12 16 20

MOUNTAIN EAST - WEST and NORTH - SOUTH CORRIDOR STUDY

NORTH - SOUTH PARKWAY

STA. 21 + 700 To STA. 22 + 600

DeLCan

Figure 41

0 40 80 120 160 200
HORIZONTAL

0 4 8 12 16 20
VERTICAL

MOUNTAIN EAST-WEST and NORTH-SOUTH CORRIDOR STUDY

NORTH-SOUTH PARKWAY

STA. 45 + 600 To STA. 47 + 400
50 + 800 52 + 600

DeLCan

Figure 42

MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

NORTH - SOUTH PARKWAY

STA. 22 + 600 To STA. 24 + 100

DeLCan

Figure 43

0 40 80 120 160 200
HORIZONTAL

0 4 8 12 16 20
VERTICAL

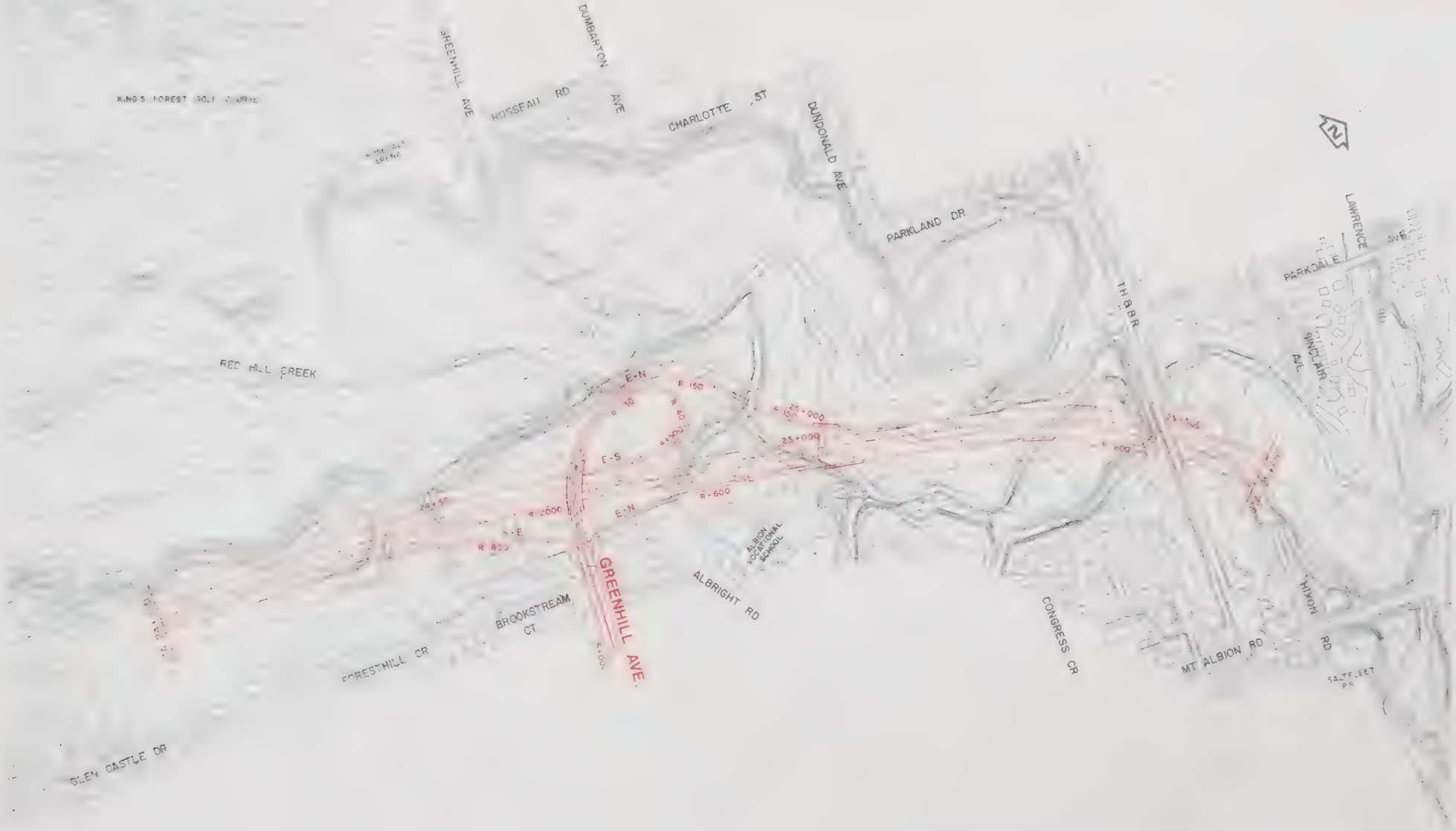
MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

NORTH - SOUTH PARKWAY

STA. 22 + 600 To STA. 24 + 100

DeLCan

Figure 44



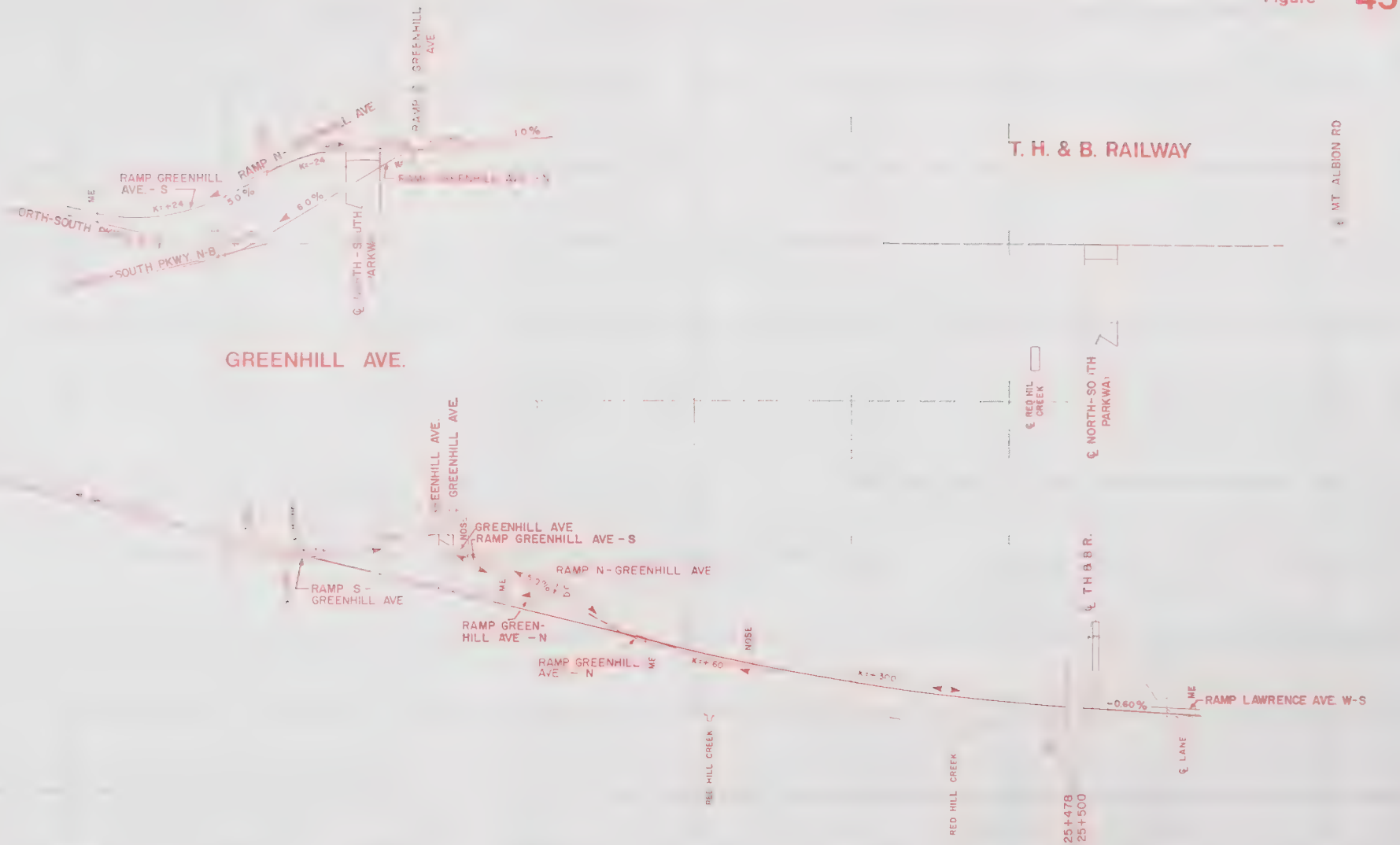
MOUNTAIN EAST-WEST and NORTH-SOUTH CORRIDOR STUDY

NORTH-SOUTH PARKWAY

STA. 24+100 To STA. 25+650

DeLCan

Figure 45



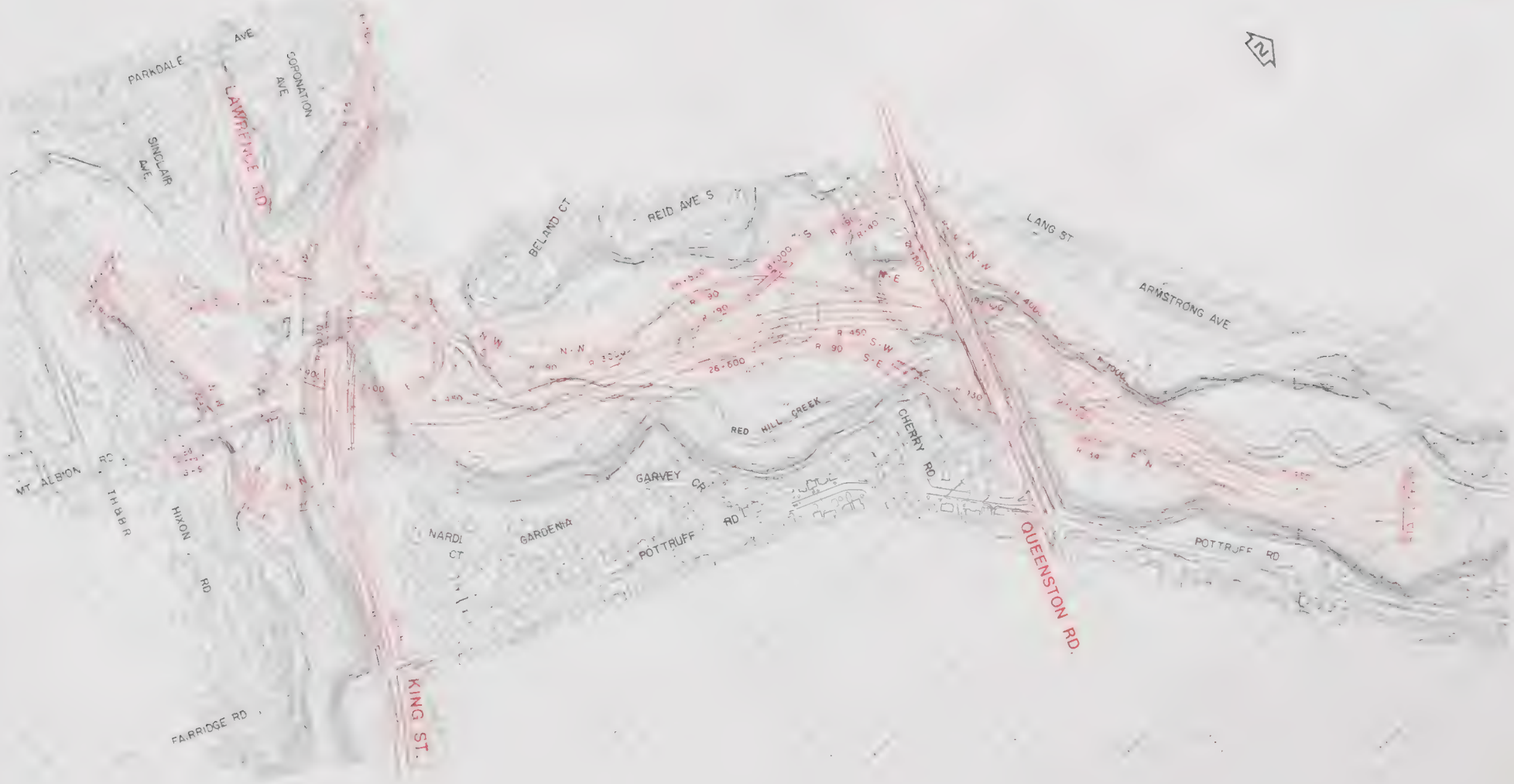
MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

NORTH - SOUTH PARKWAY

STA. 24 + 100 To STA. 25 + 650

DeLCan

Figure 46



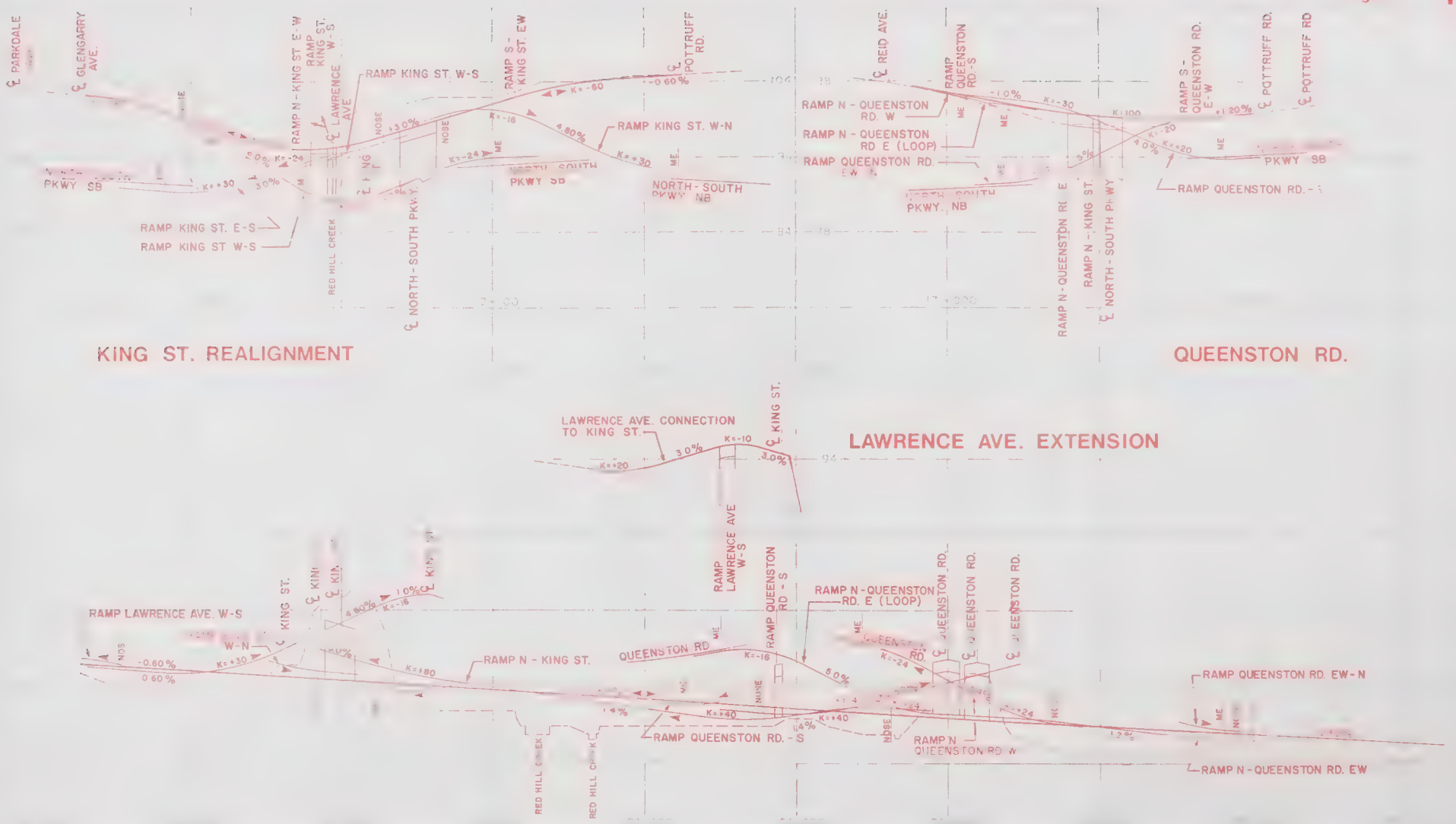
MOUNTAIN EAST-WEST and NORTH-SOUTH CORRIDOR STUDY

NORTH-SOUTH PARKWAY

STA. 25+650 To STA. 27+450

DeLCan

Figure 47



MOUNTAIN EAST - WEST and NORTH - SOUTH CORRIDOR STUDY

NORTH - SOUTH PARKWAY

STA. 25 + 650 To STA. 27 + 450

DeLCan

Figure 48

0 40 80 120 160 200

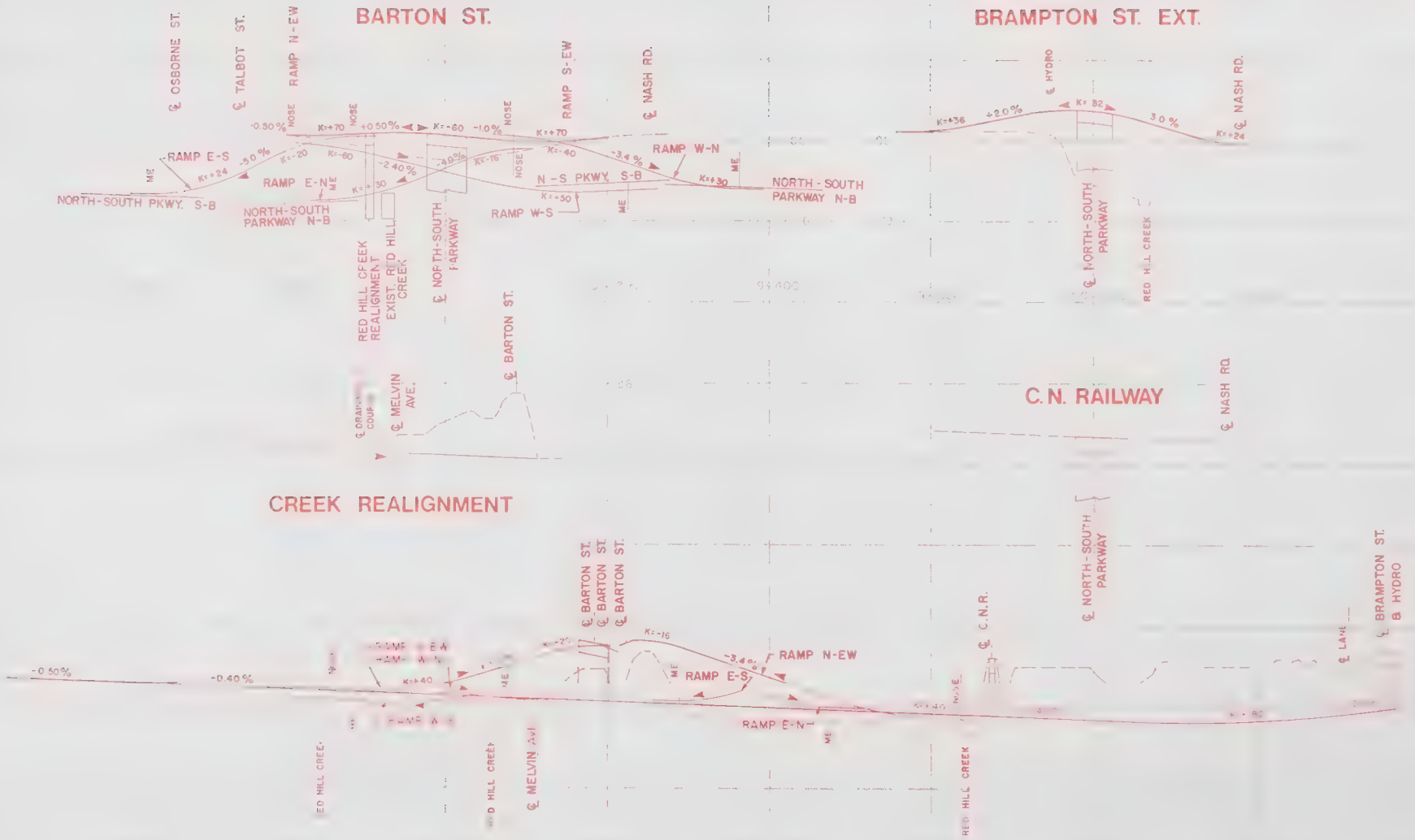
Scale 1 5000

MOUNTAIN EAST-WEST and NORTH-SOUTH CORRIDOR STUDY

NORTH-SOUTH PARKWAY

STA. 27+450 To STA. 29+175

DeLCan



MOUNTAIN EAST-WEST and NORTH-SOUTH CORRIDOR STUDY

NORTH-SOUTH PARKWAY

STA. 27+450 To STA. 29+175

DeLCan

Figure 50

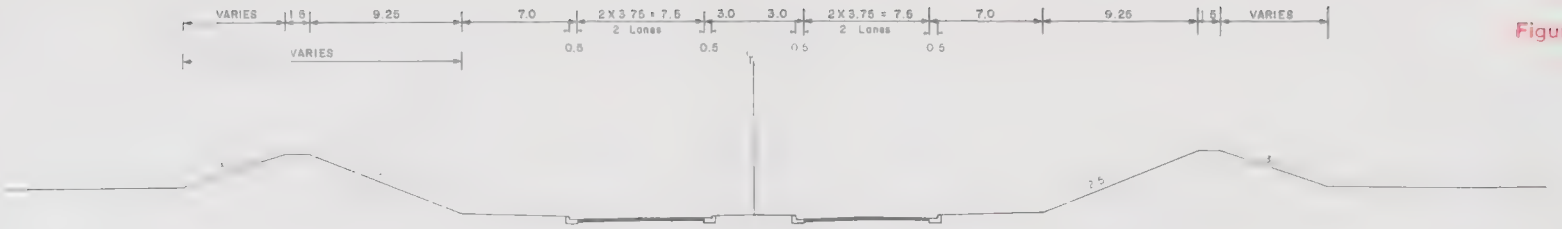
MOUNTAIN EAST - WEST and NORTH - SOUTH CORRIDOR STUDY

NORTH - SOUTH PARKWAY

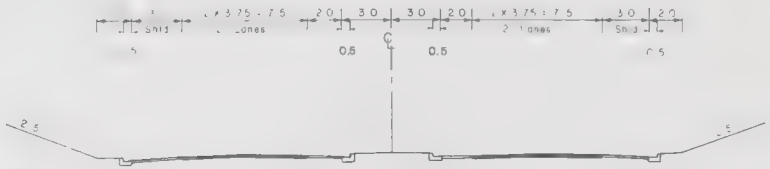
STA. 98 + 350 To STA. 100 + 000

DelCan

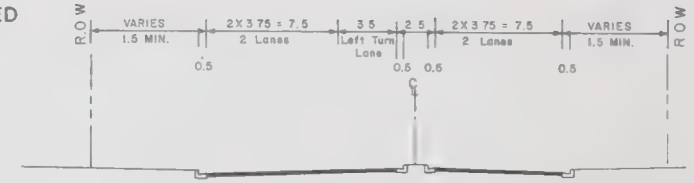
Figure 51

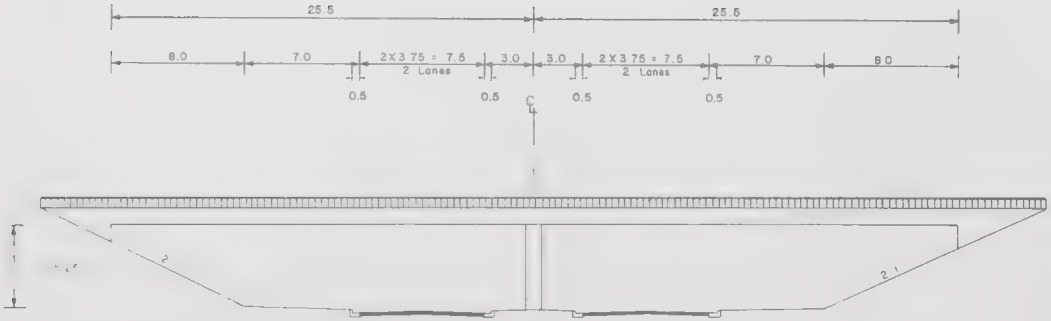


URBAN ARTERIAL DIVIDED



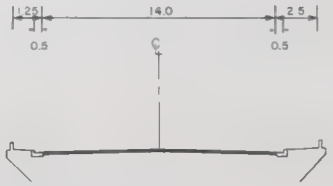
U.A.D. CONVERSION TO URBAN FREEWAY DIVIDED





URBAN ARTERIAL STRUCTURE

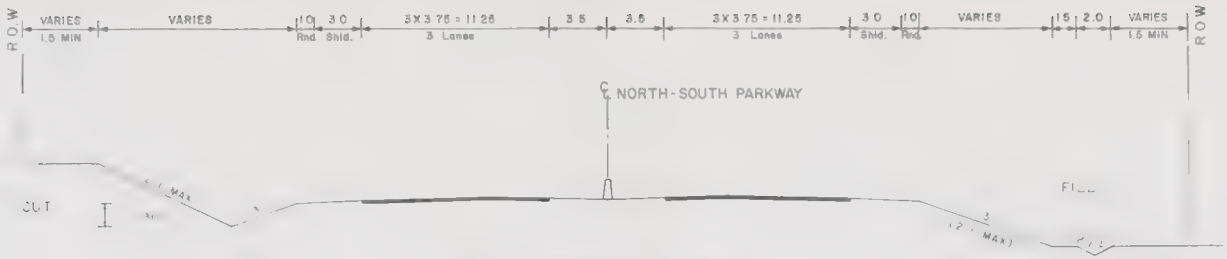
CROSS STREET



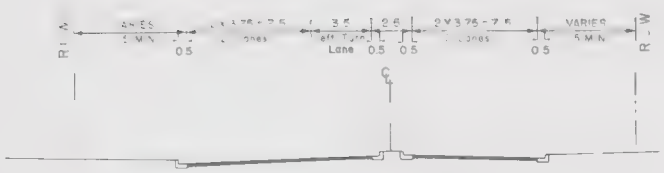
CROSS STREET STRUCTURE

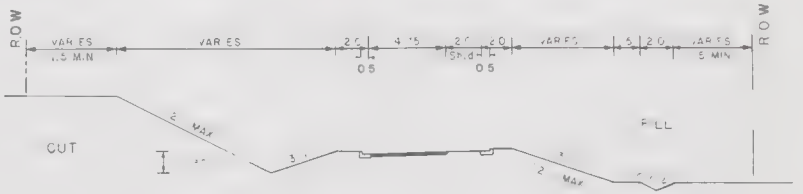
TYPICAL CROSS-SECTIONS
EAST - WEST ARTERIAL

DeLCan



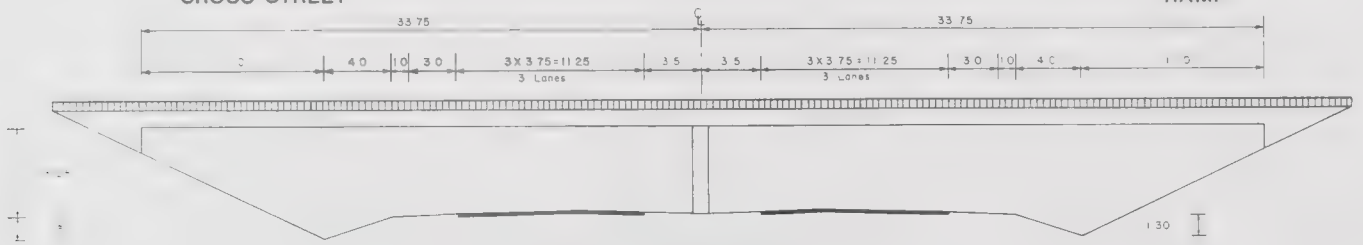
URBAN FREEWAY DIVIDED





CROSS STREET

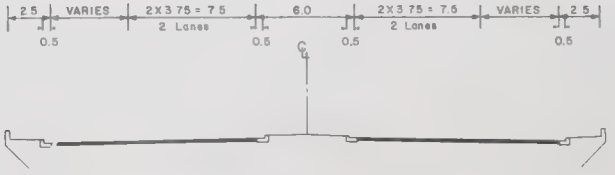
RAMP



URBAN FREEWAY DIVIDED

CROSS STREET STRUCTURE

RAILWAY



CROSS STREET STRUCTURE DIVIDED

TYPICAL CROSS-SECTIONS
NORTH - SOUTH PARKWAY

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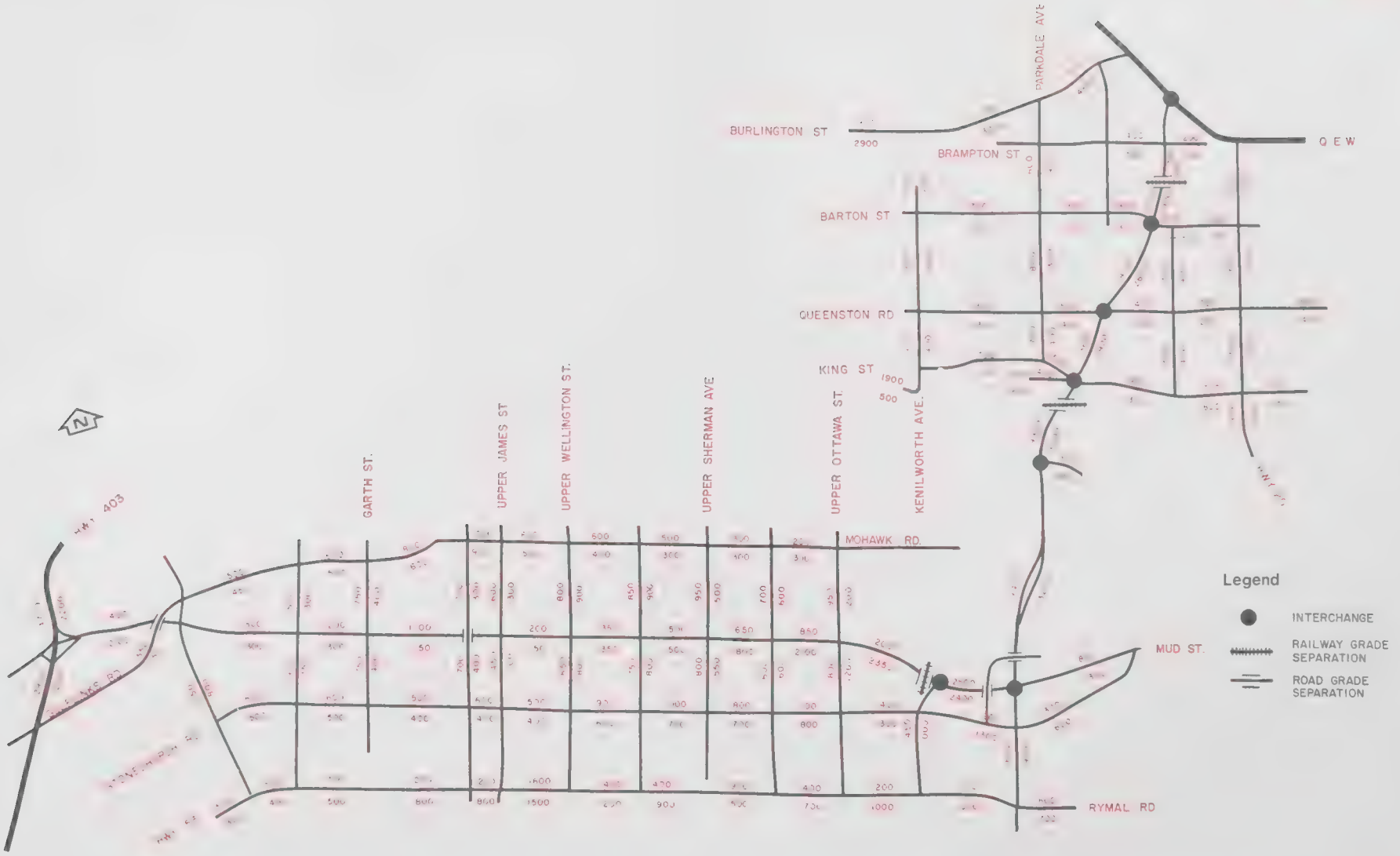
Figure 53



MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

PROJECTED TRAFFIC VOLUMES
DESIGNATED DEVELOPMENT CAPACITY

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Figure 54

MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

CONSTRUCTION STAGING

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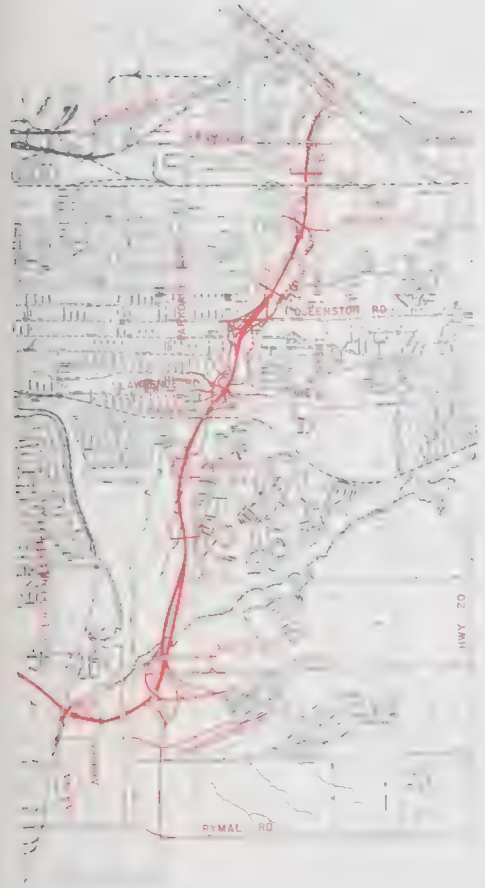
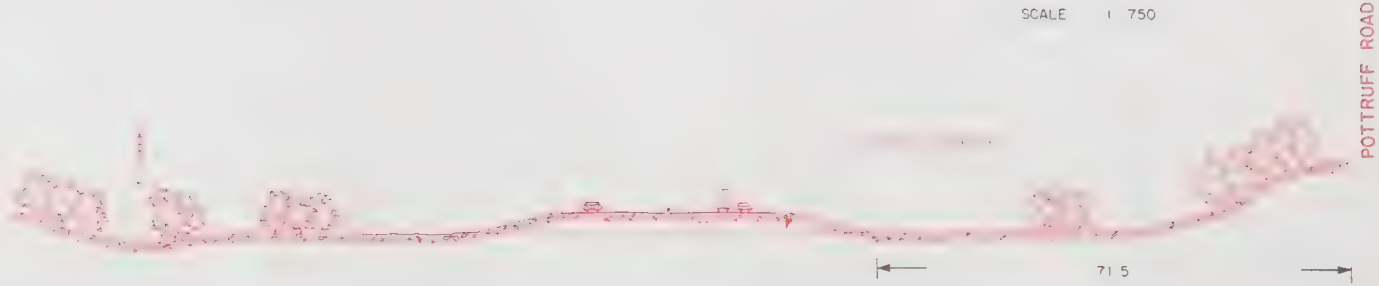
Figure 55



SECTION A-A: 180 m NORTH OF C.N.R.

SCALE 1:750



SECTION B-B: 550 m NORTH OF QUEENSTON ROAD

SCALE 1:750

SECTION C-C: 730 m SOUTH OF GREENHILL AVENUE

SCALE 1:750

MOUNTAIN EAST-WEST and NORTH-SOUTH
CORRIDOR STUDY

RELATIONSHIP OF NORTH-SOUTH PARKWAY TO PRESENT DEVELOPMENT

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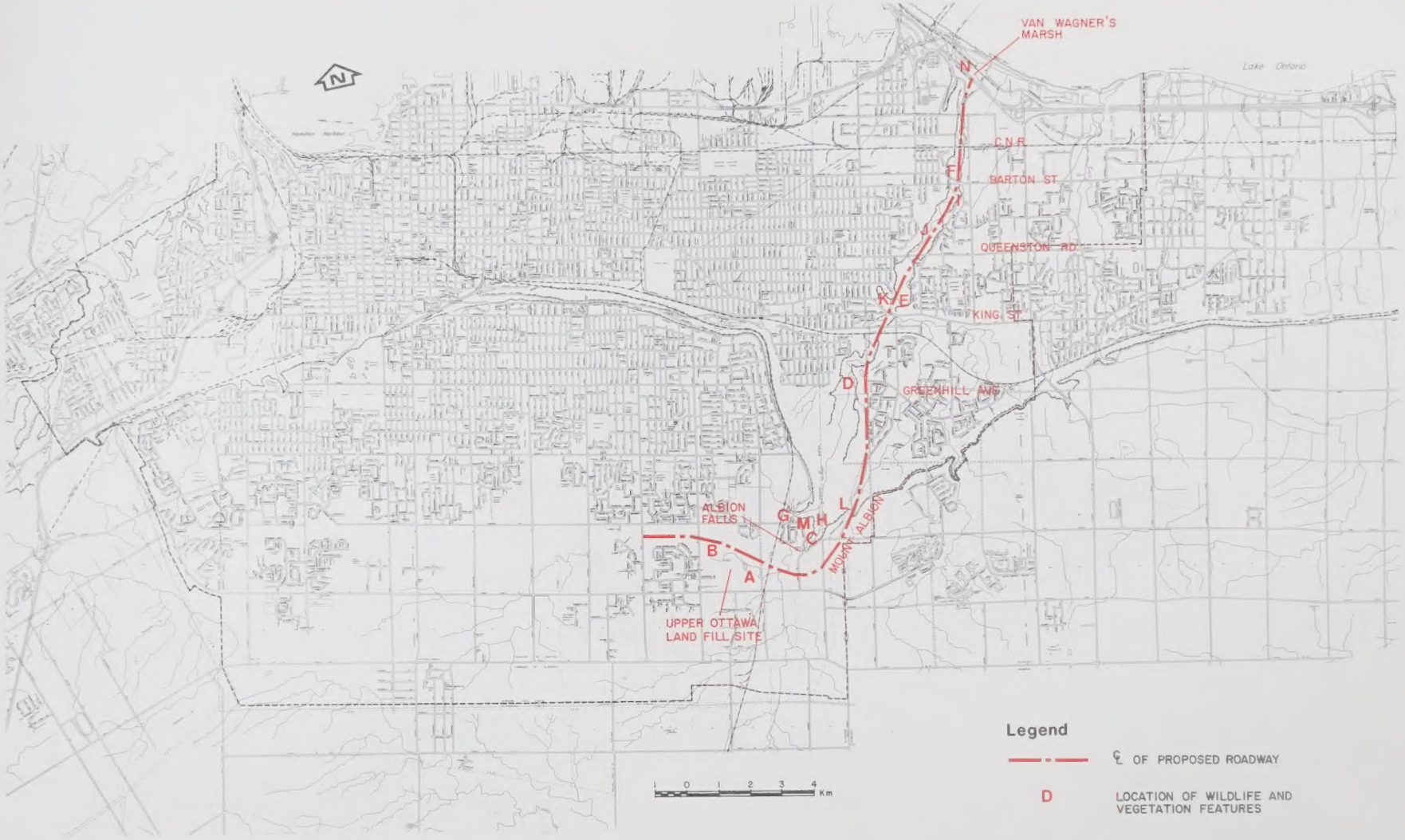
Figure 56

MOUNTAIN EAST - WEST and NORTH - SOUTH
CORRIDOR STUDY

POSSIBLE RECREATION MASTER PLAN

RED HILL CREEK VALLEY AREA

Figure 57



MOUNTAIN EAST - WEST and NORTH - SOUTH CORRIDOR STUDY

NATURAL ENVIRONMENT FEATURES

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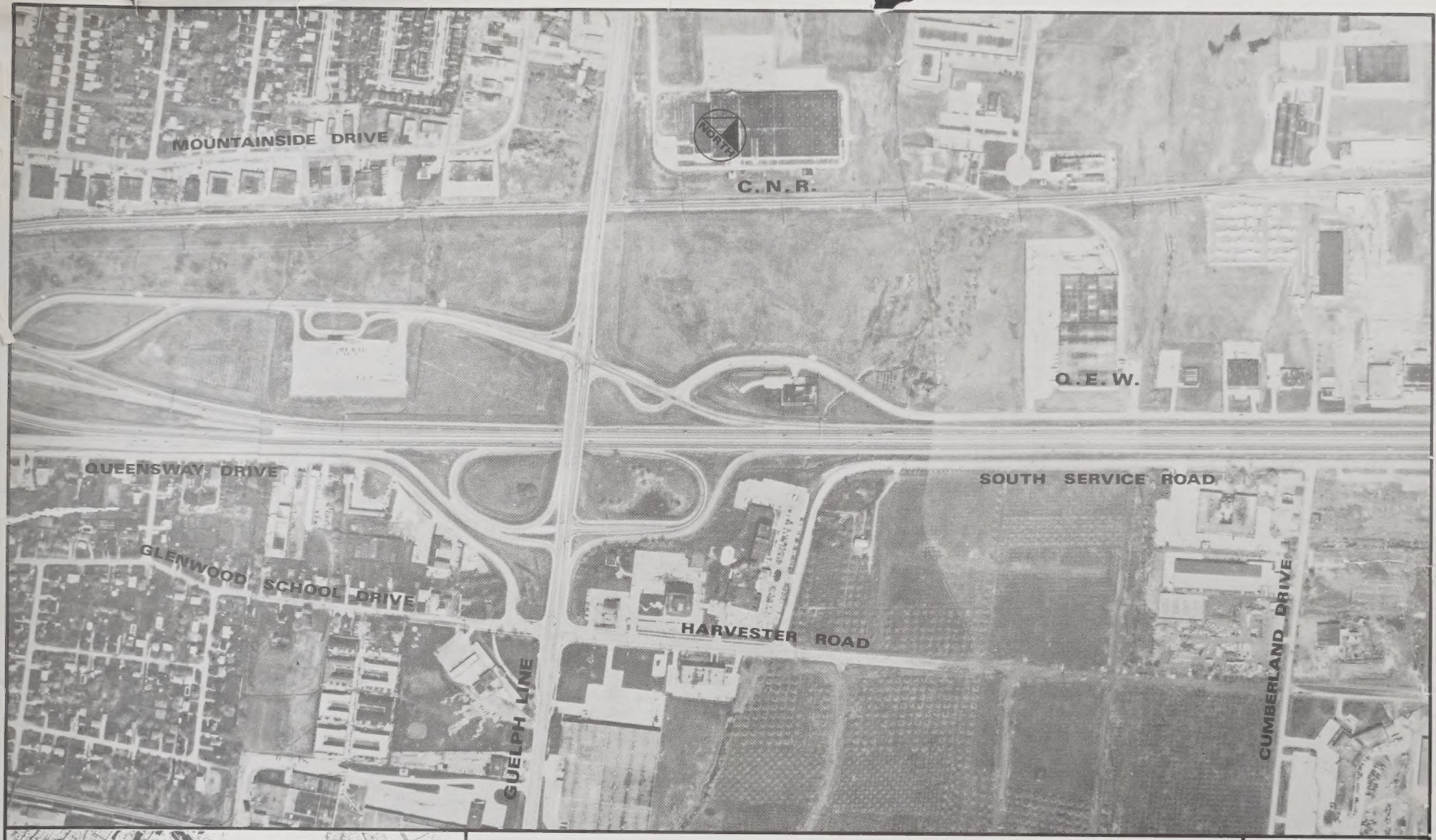
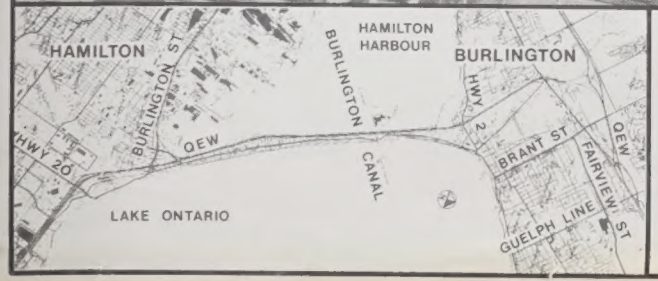
CONSULTING ENGINEERS AND PLANNERS





QUEEN ELIZABETH WAY

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